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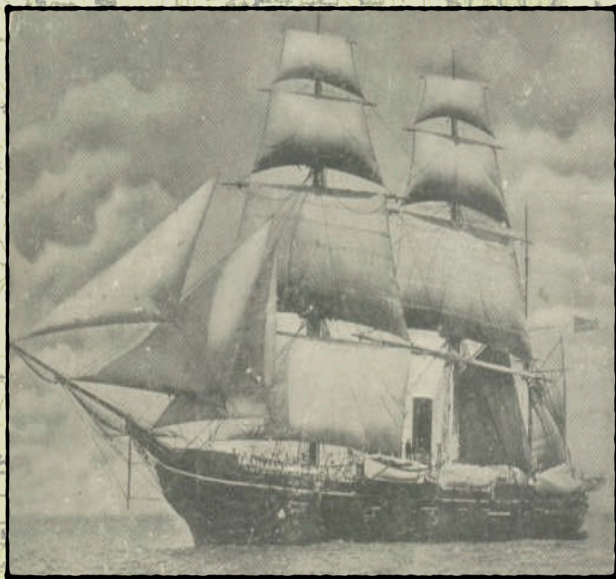
ANN MERRIMAN

CHRISTOPHER OLSON

Log Book 49 of the USS Essex

May 13, 1902 - November 20, 1902

The Day-to-Day Operations of Shipbuilder Donald
McKay's Last Ship



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USS *Essex* Log Book 49

Finding Aid

Adams class ship USS *Essex* (IX-10) was designed and constructed by premier North American shipwright Donald McKay. Her keel was laid down in 1874 and she was launched in 1876. She was a three-decked wooden screw steamer sloop-of-war with auxiliary sail (bark-rigged). She was 185 feet long, 35 feet in the beam, had a 14.25-foot draft, and was 1,375 tons. When commissioned, she carried six big guns, all muzzle loaders: one XI-inch and four IX-inch Dahlgren Naval Artillery guns, and one 60-pound Parrott Rifle. The ship's armory carried dozens of small arms including rifles, pistols, revolvers, and cutlasses. Further, she carried six auxiliary boats including a launch, two cutters, a whale boat, one gig, and a dinghy. The combinations of guns and watercraft carried on board USS *Essex* could change from log book to log book. She served with the US Navy in active duty and as a training ship with the Ohio Naval Militia, the Illinois Naval Militia, and the Minnesota Naval Militia. She was intentionally burned on Minnesota Point in Lake Superior at Duluth in 1931. Her Minnesota Archaeological Site Number is 21-SL-1030 and she is a National Register of Historic Places Property.

Maritime Heritage Minnesota digitized the 62 known USS *Essex* log books held at the National Archives in Washington, DC, and at the US Naval Academy in Annapolis in 2010. The log books consist of the daily activities on board the *Essex* as recorded by deck officers on duty. Those deck notes were then transcribed to be the official log of the *Essex* that were sent to the Navy Department in Washington, DC, where they were bound into their current book form. At the beginning of most log books, there are: a title page, two list of officers pages, a crew complement page (listing the crew by rank and job), an armaments page (list of the different large guns, boats, and small arms), and two pages of compass observations. Not all log books contain these pages and some include additional information, including a plan and section of the *Essex* in Log Books 8 and 9 and four pages of directions on how to fill out log pages in Log Book 21. Sometimes two transcribed versions of log pages were sent to the Navy Department and duplicate books were produced. However, sometimes the duplicate books were not bound with exactly the same pages, so some books overlap each other in date. Also, some log book pages have writing too close to its spine edge and after binding, some words and numbers were 'lost' in the spine if the binding remained tight over the decades. Further, it must be kept in mind that the names of ships, both American and foreign, as well as geographical locations usually expressed in different languages will have variations in spelling. With this in mind, the deck officers of the *Essex*, when writing the log pages, may misunderstand what the actual name of a ship or geographical marker actually is and their handwriting may present challenges or be nearly illegible. The editing of this log book and the creation of the finding aid was made possible by a generous donation from MHM friend and supporter Dr. Natalie Rosen.

Log Book 49 of the USS Essex: May 13, 1902-November 20, 1902

The National Archives houses USS *Essex* Log Book 49. Throughout Log Book 49, comments were made on:

- sail adjustments with sail type and action specified
- banking of boiler fires in order to put the ship on stand-by for immediate use
- coupling and uncoupling the propellor when the ship was shifting from steam to sail and *vice-versa*
- when under steam the different watches record the average steam boiler pressure and engine revolutions; sometimes specific boiler are mentioned by their letter designation
- lowering of smokestack and proceeded under sail and *vice-versa* when the *Essex* was underway
- when anchored nearly every watch described the state of the anchor cables: crossed ('cross in hawse, stbd chain on top' or 'Elbow in hawse') and often will mention 'clearing the hawse' (the crossed anchor cables were uncrossed)
- casting deep sea lead for soundings
- swinging the ship to test for compass deviation
- patent log readings
- water distillation using the ship's boilers to produce freshwater and refilling the freshwater tanks
- coaling of the ship
- discharging ashes onto a lighter
- weather recording: temperature, wind speed and direction, barometer readings, state of the sea
- recording the ship's behavior (heavy rolling or pitching)
- testing flood cocks in magazine and gun rooms
- testing of all electrical apparatus
- crew conducting ship maintenance: engine maintenance/repair, boiler maintenance/repair, coal bunker maintenance/repair, general ship cleaning, bilge cleaning and checking pumps, scraping and painting - and sometimes tarring and caulking - the ship's hull and infrastructure, caulking the decks, iron work maintenance/repair, rigging repair/replacement, tarring down rigging, airing of rigging, repairing stays, repairing yards and booms, loosed sails to dry, repairing sails, replacing sails, scraping and slushing spars, scrubbing masts and yards, repairing masts, hawser (mooring lines) maintenance/repair/replacement, condenser bed timber repair/replacement, engine bed timber repair/replacement, steam cutter maintenance/repair, steam/sail launch maintenance/repair, gig maintenance/repair, dinghy maintenance/repair, whale boat maintenance/repair, turned and cleaned hammocks and bedding, painting hammock netting panels, scraping and blacking boat davits, repaired ground tackle, repaired sounding apparatus, scraping out smokepipe, inspected cotton primers, repairing binnacles, repairing waste pipes of magazine and shell room, repairing rail, repaired skylights, repaired awning stanchions, awning repair/replacement, repairing air ports, repairing gun ports, repairing water closets, gun carriage/battery maintenance/repair

- crew conducting drills: furling and unfurling sails, target practice with the main battery (great guns), target practice with the air gun, floating target practice, boat drills - all hands called to arms and away all boats for naval tactics under sail and oars, on shore target practice, general quarters drills, small arms drills, fire drills, single stick drills, revolver drills, torpedo drills, passing powder drills, fuze drills, abandon ship drills, man overboard drills, Gatling gun drills, howitzer drills, skirmishing, battalion drills, machine gun drills, pistol drills, rifle drills, bayonet drills, target practice with target hanging from a yardarm, Morse signal drills, landing party drills, navigation drills, man overboard drills, signaling with the flagship, Army and Navy signaling drills, watch signal drills, international signal drills, basic medical training (tourniquets, resuscitation), Marine Guard drill
- Marine Guard drills in the cutter
- cadet/apprentice drills: signaling drills, wig-wag signaling drills
- receiving fresh water from shore through pumps or lighter
- receiving provisions and stores: food, medical supplies, clothing, engineering gear, construction
- Quarterly Board of Survey's findings of condemned articles on board (food, equipment) and their fate (food was usually tossed overboard) from the inventories of the different ship's departments (Ordnance, Engineering, Navigation, Equipment, Medical, Pay)
- crew promotions
- crew quarters inspection
- liberty parties sent ashore
- crew members are discharged at their own request (DOR)
- lists of new crew members - recruits or transfers from other ships- taken on board during a cruise
- crew transfers to other ships
- crew reporting the expiration of their contracted naval service
- crew members in solitary confinement or other punishments for various infractions, AWOL crew, general and summary court martial proceedings, AWOL crew put in irons
- rewards offered for the return of AWOL crewmen
- weekly Sunday services; after the services, once a month, the Articles for Better Government of the Navy were read to the crew

NOTE: The *Essex* deck officers who recorded the daily happenings on the ship often translated the names of non-American ships incorrectly. MHM determined the correct spellings of the ships and those corrections are reflected in the Finding Aid, not the poorly transliterated ship names.

At the beginning of Log Book 49, on May 13, 1902, the USS *Essex* was undergoing maintenance and repairs at the Norfolk Navy Yard. For the remainder of the month, the ship continued to be repaired and maintained by Yard workmen. The ship also received provisions, stores, and new crew and apprentices on board. Other ships mentioned in the log include USS *Olympia*, USRS *Franklin*, and USRS *Minneapolis*.

For the first half of June, USS *Essex* remained in Norfolk, moved around by Navy Tug USS *Hercules*. *Essex*'s officers dealt with AWOL crew and crew transfers during this time, while Yard workmen repaired the engine and worked on rigging. *Hercules* also towed a coal lighter alongside the ship for fuel transfer. On June 17, Navy Yard Tug *Wahneta* pulled *Essex* clear of the sea wall, she headed down the Elizabeth River, and exchanged signals with USRS *Franklin*. The ship entered Hampton Roads, Virginia, and exchanged signals with USS *Lancaster*, the Cape Henry Signal Station, USRC *Seminole*, and passed close to Old Dominion Steamship *Guyandotte*, and out to sea. The next day, several whales were sighted, and on June 19, she stood into Newport, Rhode Island, exchanged signals with USRS *Constellation* and moored to a buoy. For the next 8 days, the ship took on apprentices, coal ash waste was retrieved by an ash lighter and minor damaged was taken by *Essex* during the process. Drills were conducted, including fire, abandon ship, and gun drills. USS *Indiana* came to anchor and *Essex* got underway on June 28; two days later, the ship anchored in Rockport, Massachusetts.

In early July, USS *Essex* accepted civilian visitors from Rockport. On July 3, the battery was overhauled and the ship left port and anchored in Gloucester, Massachusetts. On July 4, the ship was dressed, she fired a national salute at noon, and a Battalion was sent ashore for a parade. The next day, stores were received on board and the log contained a list of items lost during the 4th of July parade. On July 7, the ship left the harbor; six days later a steamer with 2 black topped red funnels crossed her bow and many patches of gulf weed were passed. Until the end of the month, routine drills were conducted and the ship was rolling deeply. On July 25, an apprentice fell overboard during a drill but grabbed a line off a sail; the Master at Arms jumped overboard and supported the boy until they were picked up. The rescue was used as an unexpected drill and it was timed: 11 minutes. Two days later, USS *Panther* approached the ship from astern and exchanged signals. On July 31, *Essex* anchored at Portland, Maine; the steam launch was sent to get mail.

In early August, while in port, ships were mentioned in the log including USS *Indiana* (*Essex* exchanged wig-wag signals with *Indiana* about officers going ashore in parade), tug *Ben Hur* delivered water for steaming, USS *Montgomery*, and USS *Chesapeake*. On August 8, the ship took on a passenger, Mr. Richard Coffman, for transport to Halifax, and she left Portland. Two days later, driftwood and prolific amounts of sea weed were noted. On August 12, after a thick fog lifted, *Essex* spotted the schooner *Landsen* of Eastport off the starboard bow; she had lost her fore topmast. Two days later, the ship steamed into Halifax, Nova Scotia and exchanged signals with USS *Indiana*, passed HMS *Indefatigable*, and HMS *Ariadne* flying a vice admiral's flag. Until August 25, official visits were exchanged with the Governor, Mayor, and US Consul General, while the crew and apprentices conducted routine drills. Lighter *Annie G.* transferred 65 tons of Acadia coal to *Essex*, American steam yacht *Alesda* anchored, and Plant Line steamer *Halifax* moored alongside the wharf. On August 25, *Essex* left Halifax and remained at sea for the rest of the month.

On September 1, the American Navigation Company steamer *Friesland* passed to *Essex's* stern and the ship's company held athletic sports on board. Over the next 6 days, the apprentices practiced using the main battery and a floating target, the ship passed through squally weather and the storm sails were rigged, and several fin-backed whales were sighted. On September 7, *Essex* anchored in Provincetown, Massachusetts; many yachts and small craft were in the harbor. During the next 6 days, Mr. Robert B. Coffman, a passenger on board *Essex* since August 8, disembarked., and routine drills took place daily. On September 14, a Cape Cod steamer from Boston lost her rudder when making the turn at a buoy off Long Point; she anchored after drifting for 30 minutes. *Essex* had sent her 3rd cutter and signaled back to the ship that "she has lost her rudder". *Essex* sent her steam launch with an offer of assistance that was declined; a large fishing steamer went alongside the crippled vessel and towed her to the wharf. The next day, the ship left Provincetown and anchored in Chesapeake Bay until September 25; she then set course for the York River and anchored off Yorktown. The next day, Navy Yard Tug *Alice* delivered supplies. On September 27, an apprentice fell from the fore hatch spar deck ladder to the berth deck and fractured his scapula. Until the end of September, routine and nighttime signal drills were conducted.

For the first 2 weeks of October, USS *Essex's* rigging was tarred, gun deck and other parts of the ship were painted, and her iron and wood work was scraped. Routine drills were conducted and some crew transfers occurred. USS *Monongahela* hoisted the senior officer present pennant when *Essex's* Commander L. C. Heilner visited that ship. On October 14, an apprentice was given extra duty for "leaning over rail and shouting to strange boat" and supplies were received from the Norfolk Navy Yard by Yard tug. The following day, *Essex* exchanged signals with *Monongahela* and got underway; she then exchanged signals with USS *Hartford* and anchored at Hampton Roads, where she exchanged signals with USS *Gloucester*. On October 16, a total lunar eclipse was witnessed and the Senior Officer Present pennant was raised on USS *San Francisco*. Over the next 5 days, Navy Yard Tug *Wahneta* delivered Captain C.M. Thomas to *Essex* for an inspection and 18 apprentices were discharged due to ineptitude; the log detailed activities relating to USS *Wasp*, USS *Siren*, USS *Prairie*, USRS *Franklin*, USRS *Columbia*, USS *Dolphin*, USS *Buffalo*, Torpedo Boats USS *Ericsson* and USS *Bagley*, and destroyers USS *Stockton* and USS *Decatur*. On October 22, crewmen were transferred from USRS *Franklin* and the ship received "two complete outfits of war games". While getting underway, *Essex* fouled her anchor, but eventually stood up the Elizabeth River and anchored off Lambert's Point; destroyer USS *Truxton* passed the ship down and passed her up again. From October 23, the ship received water from Tug USS *Hercules* and coaled. The next day she stood down the channel, US Navy collier *Lebanon* left the port, and *Essex* sighted and exchanged signals with USS *Lancaster* before she anchored at Hampton Roads. On October 25, *Essex* signaled *Lancaster* to inquire if she had reported the arrival of *Essex* in port; she answered "NO" and gave permission to report in herself. The log detailed the activities of USS *Dolphin*, USS *Monongahela*, USS *Peoria*, USS *Siren*, US collier *Brutus*; on October 27, *Essex* stood out of Chesapeake Bay and anchored in Lynnhaven Road. The next day, a heavy morning squall caused the empty cargo steamer *Oregon* of Boston to drop an additional anchor after dragging, and a 4-masted schooner was seen to be under 2 anchors as

well. *Essex* put her engines ahead on slow to ease her anchor cable strain, and then got underway and exchanged signals with USS *Puritan*, rolling deeply. For the remainder of October, *Essex* moved forward through a moderate gale and rough seas.

On November 1, USS *Essex* passed the large cargo steamer *Mina* wrecked and under tow of 2 tugs, one of them being *Morse*; she anchored in Portsmouth Harbor, New Hampshire. For the remainder of November, Navy Yard workmen conducted repairs and maintenance on board *Essex*, two 13-gun salutes were fired by the yard battery in memory of the late Rear Admiral Selfridge, crew transfers occurred, and the log ended on November 20, 1902.

Tags:

sloop-of-war USS *Essex*, USS *Olympia*, USRS *Franklin*, USRS *Minneapolis*, Newport, Rhode Island, Navy Tug USS *Hercules*, Navy Yard Tug *Wahneta*, USRS *Franklin*, USS *Lancaster*, Cape Henry Signal Station, USRC *Seminole*, Old Dominion Steamship *Guyandotte*, USS *Lancaster*, the Cape Henry Signal Station, USRC *Seminole*, USRS *Constellation*, USS *Indiana*, Rockport, Massachusetts, Gloucester, Master at Arms, USS *Panther*, schooner *Landsden* of Eastport, tug *Ben Hur*, USS *Montgomery*, USS *Chesapeake*, Halifax, Nova Scotia, HMS *Ariadne*, HMS *Indefatigable*, lighter *Annie G*, American steam yacht *Alesda*, Plant Line steamer *Halifax*, Provincetown, Massachusetts, American Navigation Company steamer *Friesland*, Cape Cod, Boston, York River, Yorktown, Navy Yard Tug *Alice*, USS *Monongahela*, USS *Gloucester*, USS *Hartford*, Hampton Roads, USS *Wasp*, USS *Siren*, USS *Prairie*, USRS *Franklin*, USRS *Columbia*, USS *Dolphin*, USS *Buffalo*, Torpedo Boat USS *Ericsson*, Torpedo Boat USS *Bagley*, destroyer USS *Stockton*, destroyer USS *Decatur*, USS *San Francisco*, USS *Truxton*, US Navy collier *Lebanon*, USS *Peoria*, USS *Siren*, US collier *Brutus*, USS *Puritan*, Portsmouth Harbor, New Hampshire, cargo steamer *Oregon* of Boston, cargo steamer *Mina*, Tug *Morse*, apprentice training, ship drills, ship maintenance, steam, sail, Donald McKay





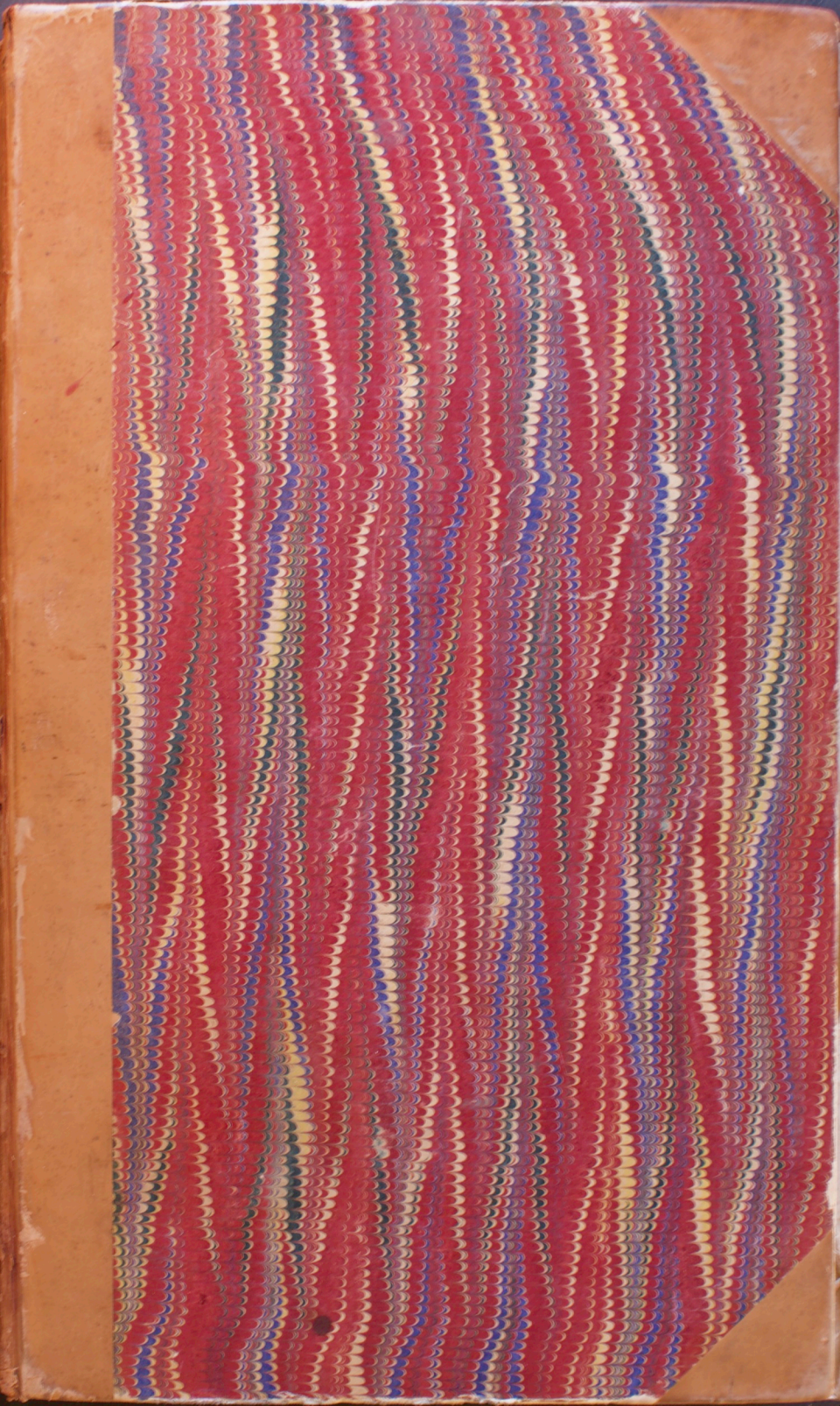
USRS *Franklin*

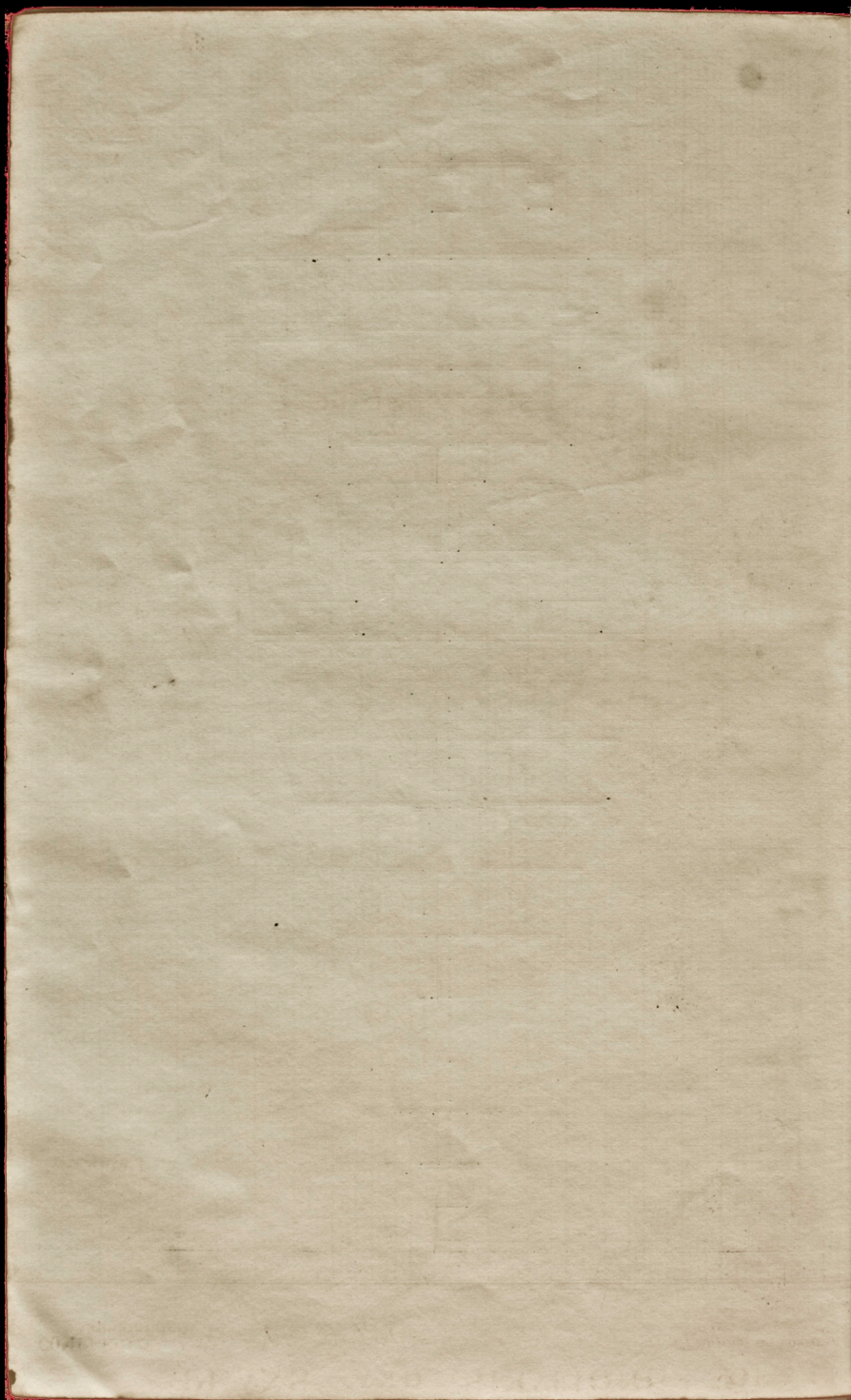


USRS *Minneapolis*

HMS *Indefatigable*







LOG BOOK

OF THE

U. S. S. *Cass**Portsmouth N.H.**Third* Rate,of *Six* Guns,

COMMANDED BY

L. C. Higgins, U. S. Navy,Attached to *Training Service* Squadron,Commencing *May 12*, 190*2*,at *Navy Yard Norfolk Va*,and ending *November 20*, 190*2*,at *Portsmouth N.H.*

BUREAU OF EQUIPMENT

NAVY DEPARTMENT.

1899.

LIST OF OFFICERS

Attached to and on board of the U. S. S. *Osses* *Third Rate*, commanded by
Commander L. C. Hubert, U. S. N., during the period covered by this Log Book,
 from *May 12*, 190*2*, to *November 20*, 190*2*.

NAME	RANK	NAME	RANK
<i>Geo. F. Freeman</i>	<i>May 7 1900</i>	<i>Asst. Surgeon.</i>	
<i>Chas. W. Jr.</i>	<i>Dec. 29 1900</i>	<i>Asst. Paymaster.</i>	
<i>Ed. Norton</i>	<i>Jan. 2 1901</i>	<i>Pay Clerk.</i>	
<i>Geo. A. Hayward</i>	<i>Jan. 2 1901</i>	<i>Ensign.</i>	
<i>Frank A. Brown</i>	<i>Jan. 14 1901</i>	<i>Lieutenant</i>	
<i>W. H. Spencer</i>	<i>Aug. 24 1901</i>	<i>Ensign.</i>	
<i>W. P. Evans</i>	<i>Jan. 13 1901</i>	<i>Lieutenant</i>	
<i>W. B. Briggs</i>	<i>" 13 1901</i>	<i>Ensign</i>	
<i>W. M. Coffman</i>	<i>" 15 1901</i>	<i>Asst. Command.</i>	
<i>Geo. A. Hubbard</i>	<i>" 19 1901</i>	<i>Lieutenant</i>	
<i>L. C. Hubert</i>	<i>April 30 1902</i>	<i>Commander</i>	
<i>Wm. C. Hingle</i>	<i>April 30 1902</i>	<i>Lieutenant</i>	
<i>Ed. Baker</i>	<i>October 1 1902</i>	<i>Asst. Paymaster.</i>	
<i>W. Jenkins</i>	<i>" 1 1902</i>	<i>Pay Clerk</i>	

Examined and found to be correct.

J. M. Hubert *Asst. Com.* Navigator.

COMPLEMENT of Petty Officers, Seamen, Ordinary Seamen, Landsmen, Boys, and Marines on board
of the U. S. S. *Osage* 3d Rate at first commissioning

September 29 1895 190 *November 20* 1902

NUMBER ALLOWED.	RATES.	NUMBER ON BOARD.	NUMBER ALLOWED.	RATES.	NUMBER ON BOARD.
1	Chief Boatwain's Mate,	1	1	Cabin Steward,	2
3	Boatswain's Mate, 1st class	3	1	Cabin Cook,	2
8	Seamen Gunners, 2nd class	2	1	Ward-room Steward,	0
1	Chief Gunner's Mate,	1	1	Ward-room Cook,	0
1	Gunner's Mates, 1st class	1		Steerage Stewards,	
1	Chief Quartermaster, 2nd class	1		Steerage Cooks,	
3	Quartermasters,	2		Warrant Officer's Steward,	
8	Coxswains,	7		Warrant Officer's Cook,	
	Captains of Forecastle,		7	Seamen,	8
	Captains of Tops,		0	Ordinary Seamen,	7
	Captains of Afterguard,		14	Landsmen,	12
	Quarter-Gunners,			Boys,	
2	Carpenter's Mates,	2	174	Apprentices,	174
1	Sailmaker's Mates,	1	3	Machinists,	3
	Armorer,		1	Boiler Makers,	1
	Captains of Hold,		1	Water Tenders,	1
1	Ship's Cook,	1	2	Oilers,	2
	Ship's Corporals,		4	First-class Firemen,	2
	Lamp-lighter,		0	Second-class Firemen,	2
	Carpenters and Calkers,		4	Coal Heavers,	4
2	Baymen,	2		TOTAL,	
7	Master-at-Arms,	7			
1	Apothecary,	1			
1	Ship's Yeoman,	1			
1	Paymaster's Yeoman,	1			
	Engineer's Yeoman,				
	Schoolmaster,				
	Ship's Writer,			ADDITIONAL FOR FLAGSHIP.	
	Ship's Tailor,			Master of the Band,	
	Ship's Barber,			Chief Musician,	
1	Painter,	1		First-class Musicians,	
1	Bugler,	1 <i>diff. 2 C.</i>		Second-class Musicians,	
	Jack of the Dust,			Printer,	
1	Blacksmith,	1		Steward to Commander-in-chief,	
1	S. S. C.	0		Cook to do.	
2	" " C.	3		Coxswain to do.	
1	Bakers 1st C.	1		Seamen to do.	
1	" 2nd C.	1		Ordinary Seamen to do.	
1	Navigator's Writer	1		Landsmen to do.	
1	Captains	1			
1	Commissary Steward	1			
6	Miss Attendants	5			
1	Chief Machinist	1			
1	Chief Master at Arms	1			
1	Shipwright	1			

Examined and found to be correct.

J. H. Wilbur Surgeon Navigator.

Trans. Third Pat.

Description of Instruments used for Meteorological Observations, their Location, &c.

INSTRUMENT.	MAKER.	SERIAL.	LOCATION.	DATE OF LAST COM- PARISON.	COMPARED WITH—	ERROR.
MERCURIAL BAROMETER.	<i>Kendall & Sons Boston Mass.</i>		<i>San Diego on Jan. 10, 1901. Miggen mast. Sept 1901</i>		<i>Hydros. Office Prof. S. P. H. United States Agency</i>	<i>.02 to .04 high ".02 " "</i>
ANEROID BAROMETER.	<i>Holstein Barometer Mads. in France F. Schmidt's Barometer F. H. H. Barometer Baltimore, Md.</i>	<i>above</i>	<i>San Pedro</i>			
THERMOMETER, (Dry Bulb.)			<i>San Pedro on Miggen mast</i>			
THERMOMETER, (Wet Bulb.) (Psychrometer.)						

Examined and found to be correct.

Whitehead Lieut. U.S.N. Navigator.

Navigator.

ARMAMENT

Of the U. S. S

Essex

3rd Flak.

PRIMARY.

NO. OF GUNS.	CAL.	MARK.	DESCRIPTION.	CARTRIDGE.		PROJECTILES.		CARRIAGES.	REMARKS.
				POWDER.	WEIGHT.	KIND.	WEIGHT.		
<i>4</i> <i>2</i>	<i>4"</i> <i>4"</i>	<i>FL</i> <i>IV</i>	<i>R.F.</i> <i>R.F.</i>	<i>Fixed</i>	<i>ammunition</i>	<i>of the</i>	<i>mount</i>	<i>marks</i>	

SECONDARY.

<i>4</i> <i>2</i> <i>2</i>	<i>6 Pos</i> <i>1 m</i> <i>6 m</i>	<i>II</i> <i>II</i> <i>Cott's automatic</i>	<i>Fixed ammunition of the</i> <i>"</i> <i>"</i>	<i>By standard</i> <i>"</i> <i>"</i>	<i>1.15"</i> <i>"</i> <i>"</i>	<i>Explosive</i> <i>"</i> <i>"</i>	<i>By standard</i> <i>"</i> <i>"</i>	<i>Explosive</i> <i>"</i> <i>"</i>	
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BOAT ARMAMENT.

Two cage stands with Adapter Ring for Cott's Automatic and 1 Colt Hotchkiss.

SMALL ARMS.

190 Lee Straight Case Rifle Cal 6 mm
65 Colt Rev. Revolver " 38"

Examined and found to be correct.

Hubbard Luskman Navigator.

TABLES of Deviation of the Standard Compass No. 24017 on board the U. S. S. *Essex*

DATE:	January 13 1889	July 13 1889	November 22 1889	July 7 1900	March 18 1901	
PLACE OF OBSERVATION:	Off Cape Henry	Off Newport R.I.	Off Anna Station	Off Cook Island	Off Panama	
LATITUDE:	36° 53' 00" N	41° 22' 00" N	22° 22' 00" N	41° 25' 00" N	40° 50' 00" N	
LONGITUDE:	76° 05' 00" W	69° 58' 00" W	80° 58' 00" W	79° 40' 00" W	67° 53' 00" W	
OBSERVED VARIATION:	2° N	12° 17' N	12° 17' N	12° 17' N	1° 0' N	
SHIP'S HEAD BY COMPASS.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.
NORTH.	2° 35' Ely	2° 55' Ely	2° 52' Ely	2° 47' Ely	0° 24' Ely	
N. by E.	3° 36' E	4° 35' E	4° 57' E	4° 51' E	1° 11' E	
N. N. E.	5° 20' E	6° 13' E	6° 37' E	7° 05' E	2° 16' E	
N. E. by N.	6° 20' E	7° 23' E	7° 23' E	8° 20' E	3° 40' E	
N. E.	6° 30' E	7° 48' E	7° 47' E	8° 25' E	3° 09' E	
N. E. by E.	6° 30' E	7° 21' E	7° 27' E	8° 25' E	3° 12' E	
E. N. E.	7° 30' E	8° 20' E	8° 46' E	9° 20' E	3° 50' E	
E. by N.	7° 46' E	8° 50' E	8° 05' E	9° 20' E	2° 07' E	
EAST.	7° 00' E	7° 40' E	8° 05' E	7° 40' E	1° 40' E	
E. by S.	5° 45' E	7° 05' E	7° 07' E	8° 00' E	1° 00' E	
E. S. E.	5° 09' E	6° 45' E	7° 05' E	7° 57' E	0° 24' E	
S. E. by E.	3° 20' E	5° 25' E	5° 32' E	6° 00' E	0° 40' E	
S. E.	2° 03' E	4° 27' E	4° 45' E	5° 25' E	1° 26' E	
S. E. by S.	0° 45' E	3° 00' E	3° 23' E	4° 00' E	2° 00' E	
S. S. E.	0° 55' N	2° 39' N	2° 21' N	3° 40' N	2° 27' N	
S. by E.	1° 39' N	3° 57' N	3° 03' N	4° 00' N	2° 07' N	
SOUTH.	3° 16' N	5° 27' N	5° 55' N	5° 22' N	3° 06' N	
S. by W.	3° 56' N	6° 10' N	6° 40' N	6° 16' N	3° 16' N	
S. S. W.	4° 36' N	5° 37' N	6° 40' N	5° 24' N	3° 02' N	
S. W. by S.	5° 15' N	6° 31' N	7° 13' N	6° 00' N	3° 20' N	
S. W.	6° 00' N	7° 23' N	8° 41' N	6° 42' N	3° 29' N	
S. W. by W.	6° 53' N	7° 47' N	9° 36' N	7° 00' N	3° 59' N	
W. S. W.	6° 33' N	8° 05' N	9° 30' N	7° 28' N	3° 45' N	
W. by S.	7° 13' N	7° 52' N	9° 58' N	8° 00' N	4° 10' N	
WEST.	7° 01' N	8° 00' N	9° 05' N	7° 01' N	4° 15' N	
W. by N.	6° 03' N	7° 45' N	9° 39' N	6° 00' N	4° 19' N	
W. N. W.	6° 25' N	7° 42' N	9° 31' N	5° 55' N	4° 11' N	
N. W. by W.	5° 48' N	6° 27' N	8° 16' N	5° 00' N	3° 51' N	
N. W.	5° 00' N	6° 27' N	8° 01' N	4° 00' N	3° 30' N	
N. W. by N.	5° 02' N	6° 03' N	7° 10' N	3° 00' N	3° 26' N	
N. N. W.	5° 28' N	6° 58' N	8° 23' N	1° 00' N	3° 52' N	
N. by W.	1° 50' N	6° 40' N	8° 23' N	0° 00' N	4° 09' N	

Examined and found to be correct.

4-28

J. H. Hubbard Lieutenant

Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

San Diego Dock Navy Yard Norfolk Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form of, by symbols.		Moving form.	Amount, in tenths.		
A. M.																			
1	Darky Boat		24.6. H	S. S. H.	2				30.20	71	65	65		bc.	bc.				7
2	"		"	S. H.	2				30.20	71	65	65		"	bc.				7
3	"		"	"	3				30.21	71	65	65		"	"				7
4	"		"	"	3				30.20	71	65	65		"	"				7
5	"		"	"	2				30.15	71	65	67		o. c. b. c.	bc.				10
6	"		"	"	2				30.15	70	61	70		bc.	S. c.				9
7	"		"	H. S. H.	3				30.16	71	72	69		bc.	bc.				9
8	"		"	S. S. H.	3				30.13	72	73	71		"	bc.				8
9	"		"	H. S. H.	3				30.13	76	77	74		"	bc.				7
10	"		"	"	2				30.12	76	81	76		"	"				7
11	"		"	"	2				30.11	79	83	79		"	"				1
Noon.	"		"	"	2				30.11	81	87	80		"	"				2

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

{ Latitude by observation
Longitude by observation

0 1 "

Position at noon:

{ Latitude by D. R.
Longitude by D. R.

0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

50 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

900 "

Coal consumed during the preceding 24 hours,

tons, 300 lbs.

Coal remaining on hand at noon,

3 " 1500 "

P. M.																			
1	Darky Boat		24.6. H	H. S. H.	3				30.10	84	89	82		bc.	bc.				7
2	"		"	"	3				30.07	85	92	85		"	"				3
3	"		"	"	3				30.05	86	93	86		"	"				3
4	"		"	"	3				30.04	87	89	86		"	"				3
5	"		"	"	4				30.07	86	82	82		bc.	"				4
6	"		"	South East	3				30.05	78	79	80		"	"				4
7	"		"	E. S. E.	3				30.05	78	78	76		bc.	"				3
8	"		"	"	2				30.07	77	66	75		bc.	"				2
9	"		"	"	2				30.11	77	66	66		o.c. b.c.	"				10
10	"		"	"	2				30.12	77	64	64		o.c. b.c.	"				10
11	"		"	"	1				30.10	76	63	63		"	"				10
Mid.	"		"	"	1				30.07	76	63	63		"	"				10

under the command of

Commander L. C. Nilsson.

, U. S. Navy,

Tuesday May 13

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 2 AM:-

Cloudy. Light to gentle breeze from S.W. and N.W. Habert G. Sparrow Ensign U.S.N.

4 to 8 AM:-

Overcast to cloudy. Thunder and lightning first hour. Hazy last two hours. Received in Bay Department 2 lbs bread, 60 lbs sack meat and vegetable. Inspected magazines. Temperatures 69; 69; 70; 70; no foul air.

Habert G. Sparrow Ensign U.S.N.

9 AM to Meridian:-

Cloudy misty and hot. Breeze to light breeze from S.W. and N.W. Barometer falling slowly. At 7:30 mustered at quarters. J. Olsen (S.M.M.) absent without leave. By order of the Captain, H. Nelson (Q.M.C.) was given 5 days solitary confinement on bread and water for sleeping on watch. Lieut. H. P. Conde U.S.N. was this day detached from the vessel and ordered to the U.S.S. Olympia to report to the Commander-in-Chief for duty on his personal staff. Navy Yard workmen on board: Steam Engineering: 12 machinists, 6 helpers, 2 apprentices, 6 laboring construction, 7 machinists, 2 helpers, 4 plumbers, 4 helpers, 3 shipwrights, 3 apprentices, 1 sheet iron worker, 1 helper, 2 caulkers, 7 riggers and 5 laborers. J. H. Nelson Lieut. U.S.N.

Meridian to 4 PM:-

Cloudy and very hot. Breeze to light breeze from N.W. Barometer falling. Some Yard workmen on board. Engaged in rigging ship.

J. H. Nelson Lieut. U.S.N.

4 to 8 PM:-

Cloudy with lightning. Temperature falling rapidly at sundown. Breeze to light breeze and in direction. Barometer rising. At 4:30 mustered at quarters. J. Olsen (S.M.M.) absent without leave. L. K. Kinn (S.C.C.) returned from leave of absence. Inspected magazines. Temperatures normal. no foul air. J. H. Nelson Lieut. U.S.N.

8 PM to Midnight:-

Overcast cloudy with thunder lightning and heavy rain. Light air and breeze from N.W. Barometer falling slowly.

J. H. Nelson Lieut. U.S.N.

Examined and found to be correct.

J. H. Nelson Lieut. U.S.N.

Navigator.

LOG of the UNITED STATES

Ironing Ship Case
An Old Rock May Gard Norfolk Va.

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Under Surface.		Form of symbols.	Moving form.	Amount, estimated.	
A. M.																				
1	<i>Sun Dry</i>	<i>Cloud</i>	<i>at 66° W.</i>		<i>N. E.</i>		2			30.12	71	63	62		<i>bc.</i>	<i>st</i>		1		
2					"		2			30.12	75	63	63		"	"		1		
3					"		2			30.12	75	63	63		"	"		1		
4					"		2			30.13	76	61	61		"	"		1		
5					"		2			30.13	73	62	62		"	<i>bc.</i>		10		
6					"		2			30.15	73	62	61		"	"		10		
7					"		2			30.15	71	62	62		<i>bc.</i>	<i>st</i>		10		
8					"		2			30.16	69	62	61		<i>bc.</i>	"		10		
9					<i>N. E.</i>		2			30.15	70	62	62		"	"		10		
10					"		2			30.15	69	62	62		"	"		10		
11					"		2			30.15	70	62	62		"	"		10		
Noon.					<i>East</i>		2			30.15	70	69	66		"	"		10		

Position at 8 A. M. { Latitude by 0 1 "
 { Longitude by 0 1 "
 { Latitude by observation 0 1 "
 { Longitude by observation 0 1 "
 Position at noon: { Latitude by D. R. 0 1 "
 { Longitude by D. R. 0 1 "

Course made good since preceding noon:

Distance made good since preceding noon: miles.Distance by Log since preceding noon: miles.Current per hour: miles, set true.

Position at 8 P. M. { Latitude by 0 1 "
 { Longitude by 0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 150 gallons.Water during the preceding 24 hours,Water remaining on hand fit for use at noon, 750 "Coal consumed during the preceding 24 hours, tons, 500 lbs.Coal remaining on hand at noon, 3 " 1000 "

P. M.	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force	Heel.	Leeway	Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water Surface.	Under Surface.	State of the Weather, by symbols.	Form of symbols.	Moving form.	Amount, estimated.	State of the Sea.
1	<i>Sky</i>			<i>N. 61° W.</i>	<i>West</i>	2			30.17	69	66	66			<i>bc.</i>	<i>st</i>		7	
2				"	<i>N. 61° W.</i>	2			30.16	69	67	61			"	"		9	
3				"	"	2			30.16	70	66	60			"	"		9	
4				"	"	2			30.13	70	67	61			"	"		9	
5				"	<i>N. 61° W.</i>	2			30.12	70	65	61			"	"		9	
6				"	<i>N. E.</i>	1			30.11	70	66	61			"	"		9	
7				"	"	1			30.12	69	62	60			"	"		9	
8				"	"	1			30.13	70	60	58			"	"		9	
9				"	<i>East</i>	1			30.12	69	59	58			<i>bc.</i>	<i>st</i>		9	
10				"	"	1			30.12	69	58	53			<i>bc.</i>	<i>st</i>		10	
11				"	"	1			30.13	69	57	53			"	"		10	
Mid.				"	"	1			30.12	71	56	50			"	"		10	

Commander L. C. Kestel
Wednesday May 1st 19

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RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

*Consequences and sent! & am
Clouds and strong Light breeze from N. Barometric steady
J. H. Miller Lieut. U.S.A.*

Overcast, cloudy, damp, gloomy. Light breeze from N.E. Barometer steady. Insects not numerous. Temperature normal, from 70° to 85° in foot air. Fed on soft & fresh provisions, bread & the meat & vegetables said 60 lbs.

Spies cloudy overcast and pleasant weather with light breeze from N.E. Good laborer
at work on fore and mainmast rigging, rudder support and tiller rope leads and in
Steam Engineering and on galley. At five minutes the hounds and found J. Cleverly East
Sharks Mate about six miles. Received in Equipment, 1 box expander, 1 bath tub, 2 hot-water
cups, and 1 set muffin cups. He would increased to gentle breeze port then fell to light breeze
and backed to triba
Leop. N. Hayward

Began with cloudy warm weather and light breeze from E.N.E. which backed to N.E. & W. while
fell to light air and veered to S.E. Yard workmen on board as in forenoon. Received in
City Regiment 1st. of stationery, and 1st. of 1000 and 500 for 2nd. and 3rd. Regts.
Sailed to N.Y. E. Sergeant H. Hay was
Lieut. U.S.A.

Signs with cloudy warm weather and light breeze from N.W. & which fell to light
and cleared to a fine morning at last as in former watch. Passed from
Franklin with effects and necessary papers of James, Chief of party at same. 6 Capt.
and Portenau Mate, J. G. Cook, Portenau Mate, 1 Clerk, 1 Surgeon, 1 Quartermaster, Clerk
and 6 Wagon Team & Clerk.

Genl. Hayman
Lieut. H. M.

Signs with light and from S.E. and cloudy from weather. Recovered into tanks during the day 850 gallons water. ~~It found safe to eat~~
Capt. H. Fayward

St. Hubert

Navigator.

LOG of the UNITED STATES

Training Ship, Cass

And Rate,

In Dry Dock Shanty Yard Norfolk Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			Form of clouds, by symbols.	Amount, in tenths of horizon.	
A. M.																			
1	Low Dry Dock		N 66° W	East	1					30 12	68	58	57			cc.	ds	10	
2	"		"	"	1					30 11	68	58	57			"	"	10	
3	"		"	"	1					30 11	67	58	57			"	"	10	
4	"		"	"	1					30 11	67	58	57			"	"	10	
5	"		"	"	1					30 12	66	58	57			"	"	10	
6	"		"	"	1					30 14	66	59	57			"	"	10	
7	"		"	"	1					30 16	65	59	57			cc. d.	"	10	
8	"		"	"	1					30 18	66	60	58			cc.	"	8	
9	"		"	"	1					30 22	67	60	60			"	"	8	
10	"		"	"	2					30 22	67	60	61			"	"	8	
11	"		"	"	3					30 24	67	60	61			"	cc. m.	4	
Noon.	"		"	"	3					30 24	68	60	62			"	"	4	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

150 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

600 "

Coal consumed during the preceding 24 hours,

tons, 500 lbs.

Coal remaining on hand at noon,

3 " 500 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			Form of clouds, by symbols.	Amount, in tenths of horizon.	
1	Low Dry Dock		N 66° W	West	2					30 24	69	68	64			bc.	bc. m.	5	
2	"		"	"	2					30 24	69	68	64			"	"	5	
3	"		"	"	2					30 24	70	69	65			"	"	5	
4	"		"	"	2					30 25	70	69	64			"	"	5	
5	"		"	"	2					30 25	69	67	64			"	"	5	
6	"		"	"	2					30 27	69	68	65			bc.	bc. m.	5	
7	"		"	"	2					30 26	69	68	62			"	"	5	
8	"		"	"	2					30 27	69	69	64			"	"	5	
9	"		"	"	2					30 31	69	69	64			"	"	5	
10	"		"	"	2					30 32	69	68	64			"	"	5	
11	"		"	"	2					30 33	68	68	64			"	"	5	
Mid.	"		"	"	1					30 34	67	64	64			"	"	2	

under the command of

Commander L. C. Hubbard
Thursday May 10 1902

, U. S. Navy,

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RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended at 8 AM.

Began overcast and cool, with light air from East. The wind backed to N.E. Passed
Lieut. J. Hayward Lieut. U.S.N.

4 1/2 PM.

Began overcast and cool with light air from East. The wind backed to N.E. Passed
in Bay Department 44 pounds of bread, and 60 of meat, and of vegetables. Made the morning
inspection of magazines and found the air fresh, and of temperatures, mammals
Lieut. J. Hayward Lieut. U.S.N.

8 AM to 10 AM.

Fair and pleasant. Light breeze from N.E. to North. Barometer rose. Following yard
force at work on board: Steam Engineering-11 machinists, 5 helpers, 2 apprentices, Construction-7
machinists, 2 helpers, 3 shipwrights, 3 apprentices, 3 sheet iron workers, 1 helper, 3 plumbers, 2 helpers,
1 painter, 6 riggers, 5 helpers at 9:00. A. Hanson (S.S.) was found to be absent from the ship without
permission. Mustered crew at quarters at 9:00. Olsen J. (S.S. M.) and Hanson (S.S.) absent without
permission. Crew sent up mugs to mess. A reward of \$2.00 was offered for the apprehension and arrest of A. Hanson (S.S.)
to the authorities of Portsmouth and charged for the apprehension and arrest of A. Hanson (S.S.)
Lieut. J. Hayward Lieut. U.S.N.

10 AM to 12 PM.

Fair to clear and pleasant. Light breeze from East and N.E. Barometer steady. Following yard
workmen on board: 3 shipwrights, 3 apprentices, 3 plumbers, 1 caulk, 2 sheet iron workers, 1 helper,
1 painter, 5 riggers, 2 plumbers, 2 helpers, 11 machinists, 5 helpers, 2 apprentices, 4 machinists, 2 ap-
prentices. Magazines inspected, temperatures forward 70-68, aft 72-68, food ammunition
70-69, small arms 70-68. A. Paul and short liberty party ashore. Following change in rating
made: Jack W. (Black & class) to be Black 1st class to date from today: Johnson (S.S. M.) to be
Water tender rating from May 10th
Lieut. J. Hayward Lieut. U.S.N.

12 1/2 PM.

Fair and pleasant. Light breeze from N.E. Barometer rose. Mustered crew at quarters
at 12:00. Absentee same as at morning muster. Sent liberty party ashore.
Lieut. J. Hayward Lieut. U.S.N.

8 PM to 10 PM.

Fair and pleasant. Light breeze from E.S.E. Barometer rose.
Lieut. J. Hayward Lieut. U.S.N.

Examined and found to be correct.

J. C. Hubbard Lieut. U.S.N.

Signature.

LOG of the UNITED STATES

Training Ship Essex
In Dry Dock Navy Yard Norfolk Va

Wind Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.		State of the Sea.	
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.		Water at Surface.	Form of, by symbols.		Moving Masses.
A. M.																
1	In Dry Dock			N 65° W	N	2		30.32	67	53	52	bc	cu			2
2	"			"	"	2		30.32	67	53	52	"	"			2
3	"			"	S 7° W	1		30.34	67	50	49	"	"			2
4	"			"	South	1		30.35	66	48	47	"	"			1
5	"			"	S 6° E	1		30.32	64	48	48	bc	"			4
6	"			"	"	1		30.34	63	44	49	"	LS			2
7	"			"	Caln	0		30.35	63	52	51	bc	"			3
8	"			"	S 6° E	1		30.36	64	59	57	"	"			3
9	"			"	East	2		30.37	65	62	60	"	"			3
10	"			"	S 6° E	1		30.37	66	65	63	bc	"			3
11	"			"	"	1		30.37	67	68	63	"	"			3
Noon.	"			"	East	2-3		30.35	68	70	65	"	"			2

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

{ Latitude by observation
Longitude by observation

0 1 "

Position at noon: { Latitude by D. R.
Longitude by D. R.

0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

50 gallons.

Water during the preceding 24 hours,

700 "

Water remaining on hand fit for use at noon,

6250 "

Coal consumed during the preceding 24 hours,

tons, 500 lbs.

Coal remaining on hand at noon,

3 " "

P. M.																				
1	In Dry Dock			N 65° W	East	2-3		30.33	71	72	67					bc	cu			6
2	"			"	"	1		30.30	71	72	70					"	"			4
3	"			"	"	1		30.28	70	73	70					"	"			4
4	"			"	"	1		30.27	70	70	67					"	"			6
5	"			"	"	1		30.27	70	69	68					"	"			8
6	"			"	"	1		30.28	68	67	65					"	"			5
7	"			"	"	1		30.30	68	67	65					"	"			5
8	"			"	"	1		30.30	64	64	62					"	"			5
9	"			"	"	3		30.34	68	59	57					"	"			5
10	"			"	"	3		30.26	68	58	56					"	"			5
11	"			"	S 6° E	3		30.25	67	58	56					"	"			4
Mid.	"			"	"	2		30.24	66	57	55					"	"			5

under the command of

Commander L. C. Nelson
Friday May 11 1902

, U. S. Navy,

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RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and ends 11 AM.

Fair and pleasant. Light air to light breeze variable in direction. Barometer rose

23.50, Ensign 11.44

11.45 AM.

Fair and pleasant. Calm to light air from S.W. Barometer rose. Received in Bay Department
50 lbs bread, 62 1/2 lbs meat, 62 1/2 lbs vegetables, 100 lbs gunpowder, 100 lbs saltpetre, 100 lbs sulphur, 100 lbs
food ammunition 7-19, small arms 4-18, 40 food air

23.50, Ensign 11.44

1 PM. 5 AM.

Nearly clear, pleasant. Light air to gentle breeze from East and S.W.

Yard workmen on board as follows: Construction and Repair 5 plumbers, 2 helpers, 1 apprentice,
1 shipwright, 4 riggers, 2 caulkers, 1 painter, 1 shuteiron worker, 1 apprentice, 1 helper, Department Steam
Engineering 11 machinists, 5 helpers, 2 apprentices. At 4 PM mustered at quarters, absent 1 (C.M. 211)
and Hansen 2 (C.M. 211), absent. Buffly (C.M. 211) returned from leave of absence. Functioned A.C.
Kumpli reported for duty on board this ship. Received my Equipment (Bay Department
3 surveying sextants. Herbert S. Spencer Ensign 11.44

1 PM. 6 AM.

Nearly clear, pleasant. Gentle breeze to light air from East. Yardworkmen on board:
Department Construction and Repair 5 plumbers, 2 helpers, 1 apprentice, 4 riggers, 4 painters,
1 painter, 2 shuteiron workers, 2 helpers, 2 caulkers, 5 machinists, 2 helpers, Department Steam
Engineering 7 machinists, 2 helpers, 2 apprentices. Received on board 100 lbs, along main yard.
Herbert S. Spencer Ensign 11.44

4.45 PM.

Partly cloudy and fair. Light air from East. Inspected magazines. Temperatures 71°, 71°, 71°, 71°.
no fuel and Machinery M. (C.M. 211) Lash, W.D. (C.M. 211) Buffly (C.M. 211) left the ship on one week leave
of absence. At 6:30 PM mustered crew at quarters, same absentees as on previous day. Buffly, thus at
tendant, left ship on one week leave.
Herbert S. Spencer Ensign 11.44

8 PM. 6 AM.

Partly cloudy, pleasant. Gentle to light breeze from East, passing to S.W.

Herbert S. Spencer Ensign 11.44

Examined and found to be correct.

J. M. Hubbard Lieutenant

Navigator.

LOG of the UNITED STATES ^{Training Ship} *Essex*:

Rate,

In Dry Dock Navy Yard Norfolk Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			Forms of clouds, by symbols.	Amount of rain, by symbols.	
A. M.																			
1	<i>Sw. by N. by E.</i>			<i>0° 60' ON</i>	<i>S. S. E.</i>		<i>2</i>			<i>30.70</i>	<i>66</i>	<i>07</i>	<i>54</i>			<i>bc</i>	<i>cc</i>	<i>5</i>	
2					<i>S. S. E.</i>		<i>2</i>			<i>30.18</i>	<i>66</i>	<i>56</i>	<i>54</i>					<i>4</i>	
3							<i>2</i>			<i>30.17</i>	<i>66</i>	<i>57</i>	<i>54</i>					<i>4</i>	
4							<i>2</i>			<i>30.15</i>	<i>66</i>	<i>58</i>	<i>54</i>					<i>4</i>	
5					<i>S. ON</i>		<i>2</i>			<i>30.16</i>	<i>66</i>	<i>59</i>	<i>57</i>					<i>5</i>	
6							<i>2</i>			<i>30.17</i>	<i>66</i>	<i>62</i>	<i>61</i>				<i>S. cal. off sh.</i>	<i>7</i>	
7							<i>2</i>			<i>30.17</i>	<i>67</i>	<i>64</i>	<i>63</i>					<i>6</i>	
8					<i>S. S. ON</i>		<i>2</i>			<i>30.17</i>	<i>67</i>	<i>67</i>	<i>65</i>			<i>bc</i>	<i>cc</i>	<i>10</i>	
9					<i>ON</i>		<i>2</i>			<i>30.17</i>	<i>69</i>	<i>68</i>	<i>66</i>			<i>cc</i>	<i>cc</i>	<i>10</i>	
10					<i>ON S. ON</i>		<i>2</i>			<i>30.18</i>	<i>70</i>	<i>68</i>	<i>65</i>			<i>cc</i>		<i>10</i>	
11							<i>2</i>			<i>30.17</i>	<i>70</i>	<i>67</i>	<i>66</i>					<i>10</i>	
Noon.					<i>S. ON</i>		<i>2</i>			<i>30.17</i>	<i>70</i>	<i>67</i>	<i>66</i>			<i>cc</i>		<i>10</i>	

Position at 8 A. M. { Latitude by 0 1 "
 { Longitude by 0 1 "
 { Latitude by observation 0 1 "
 { Longitude by observation 0 1 "
 Position at noon: { Latitude by D. R. 0 1 "
 { Longitude by D. R. 0 1 "

Course made good since preceding noon:

Distance made good since preceding noon: miles.Distance by Log since preceding noon: miles.Current per hour: miles, set true.

Position at 8 P. M. { Latitude by 0 1 "
 { Longitude by 0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 150 gallons.Water during the preceding 24 hours, 600 "Water remaining on hand fit for use at noon, 1150 "Coal consumed during the preceding 24 hours, tons, 580 lbs.Coal remaining on hand at noon, 3 " 1900 "

P. M.																			
1	<i>Sw. by N. by E.</i>			<i>0° 65' ON</i>	<i>S. ON</i>		<i>3</i>			<i>30.15</i>	<i>70</i>	<i>68</i>	<i>67</i>			<i>cc</i>	<i>cc</i>	<i>10</i>	
2							<i>3</i>			<i>30.12</i>	<i>70</i>	<i>69</i>	<i>68</i>					<i>10</i>	
3							<i>3</i>			<i>30.07</i>	<i>70</i>	<i>70</i>	<i>68</i>					<i>10</i>	
4							<i>3</i>			<i>30.08</i>	<i>71</i>	<i>71</i>	<i>69</i>					<i>10</i>	
5							<i>3</i>			<i>30.06</i>	<i>70</i>	<i>71</i>	<i>69</i>					<i>10</i>	
6							<i>3</i>			<i>30.06</i>	<i>70</i>	<i>68</i>	<i>67</i>					<i>10</i>	
7					<i>S. S. ON</i>		<i>3</i>			<i>30.07</i>	<i>71</i>	<i>68</i>	<i>65</i>					<i>10</i>	
8							<i>2</i>			<i>30.07</i>	<i>72</i>	<i>68</i>	<i>65</i>					<i>10</i>	
9							<i>1</i>			<i>30.09</i>	<i>71</i>	<i>68</i>	<i>65</i>			<i>bc</i>		<i>10</i>	
10							<i>1</i>			<i>30.10</i>	<i>71</i>	<i>65</i>	<i>65</i>			<i>bc</i>	<i>cc</i>	<i>8</i>	
11							<i>1</i>			<i>30.12</i>	<i>71</i>	<i>68</i>	<i>68</i>			<i>cc</i>	<i>cc</i>	<i>10</i>	
Mid.							<i>1</i>			<i>30.16</i>	<i>71</i>	<i>68</i>	<i>64</i>			<i>bc</i>	<i>cc</i>	<i>8</i>	

under the command of *Commander E. C. Keiburn*

, U. S. Navy,

Saturday May 17, 1902

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RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 A.M.

Partly cloudy. Light breeze from S & S.

Norbert Spencer Engineer U. S. N.

4 to 8 A.M.

Olson (S.M.) returned from liberty about 7:30 A.M. 21st house overhauled, inspected magazine and temperature forward 65° 66° aft 66° 66°; no foul air. Received in Day Department, 100 lb bread, 4 1/2 lb each of meat and vegetables. Overcast to cloudy. Light breeze from S. W. to S. S. W.

S. A. M. to 15 M. Midday.

Overcast, cloudy and damp with drizzling rain. Light to gentle breeze from S. S. W. Over, On S. W. and S. W. Barometer steady at 9.50, mustered at quarters. Hansen (S.A.) absent without leave. Received from the U. S. P. S. Memphis Great Mackerel B.M. 1 Glass with bag and hammock and necessary transfer papers. The Captain awarded Olson (S.M.) 4 Glass, 4 months for overlying leave 21 1/2 hours. Shipped rudder and put aboard the main top rail yard. Yard workmen at work aboard: Construction, 1 painter, 1 riggers, 2 plumbers, 2 helpers, 3 machinists 2 helpers; Steam Engineering, 1 machinist, 2 helpers, 2 apprentices, 1 sheet iron worker, 1 helper.

Norbert Spencer Engineer U. S. N.

Midday to 4 P.M.

Overcast with drizzling rain, gentle breeze from S.W. Barometer falling. Asst. Surgeon S. P. Truman & S. May returned from leave. Same workmen as in preceding watch.

Hubbard Lieutenant U. S. N.

4 to 8 P.M.

Overcast with drizzling rain. At 4:30 mustered at quarters. Hansen (S.A.) absent without leave. Received from U. S. P. S. Franklin Harry Egan B.M. 1 Glass with bag, hammock and necessary transfer papers. Inspected magazine temperature from 71° F to 68° F no foul air.

Hubbard Lieutenant U. S. N.

8 P.M. to Midnight

Overcast, raining, clearing slightly at close. Light air from S. S. W. Barometer rising.

Hubbard Lieutenant U. S. N.

Hubbard Lieutenant U. S. N.

Hubbard Lieut. Navigator.

LOG of the UNITED STATES *Training Ship* *Quincy*

Shovel Rate,

Low Key Lock Mary Yard Norfolk Va.

Hour.	Knots.	Tide.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.		State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at t'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Formed by symbols.	Amount, in tenths of a mile.	
A. M.																	
1	<i>Low Key Lock</i>			<i>2° 45' 00"</i>	<i>S. S. W.</i>	1	-		<i>30.13</i>	<i>71</i>	<i>64</i>	<i>63</i>		<i>b.c.</i>	<i>b.c.</i>		7
2						1			<i>30.12</i>	<i>70</i>	<i>64</i>	<i>63</i>					7
3						1			<i>30.06</i>	<i>70</i>	<i>64</i>	<i>64</i>					8
4					<i>Calcu</i>	0			<i>30.05</i>	<i>71</i>	<i>65</i>	<i>64</i>		<i>o.c.</i>	<i>o.c.</i>		10
5						0			<i>30.05</i>	<i>70</i>	<i>65</i>	<i>65</i>					10
6						0			<i>30.05</i>	<i>70</i>	<i>65</i>	<i>65</i>		<i>o.c. d.</i>			10
7						0			<i>30.06</i>	<i>69</i>	<i>68</i>	<i>65</i>					10
8						0			<i>30.07</i>	<i>69</i>	<i>66</i>	<i>66</i>					10
9					<i>West</i>	1			<i>30.10</i>	<i>70</i>	<i>68</i>	<i>68</i>					10
10					<i>Calcu</i>	0			<i>30.09</i>	<i>71</i>	<i>70</i>	<i>69</i>					10
11						0			<i>30.08</i>	<i>71</i>	<i>70</i>	<i>70</i>		<i>b.c.</i>			9
Noon.						0			<i>30.08</i>	<i>71</i>	<i>71</i>	<i>71</i>		<i>b.c.</i>			9

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																	
1	<i>Low Key Lock</i>			<i>2° 45' 00"</i>	<i>Calcu</i>	0			<i>30.08</i>	<i>75</i>	<i>82</i>	<i>79</i>		<i>b.c.</i>	<i>b.c.</i>		5
2						0			<i>30.06</i>	<i>77</i>	<i>85</i>	<i>81</i>		<i>b.c.</i>			6
3					<i>West</i>	1			<i>30.05</i>	<i>77</i>	<i>84</i>	<i>81</i>		<i>b.c.</i>			8
4					<i>East</i>	1-3			<i>30.05</i>	<i>76</i>	<i>84</i>	<i>80</i>					4
5						3			<i>30.04</i>	<i>76</i>	<i>82</i>	<i>80</i>					4
6						2			<i>30.04</i>	<i>76</i>	<i>76</i>	<i>81</i>					3
7						2			<i>30.05</i>	<i>77</i>	<i>74</i>	<i>73</i>					3
8					<i>S. E.</i>	1			<i>30.06</i>	<i>77</i>	<i>76</i>	<i>70</i>					3
9						1			<i>30.08</i>	<i>77</i>	<i>68</i>	<i>68</i>					3
10						1			<i>30.08</i>	<i>76</i>	<i>68</i>	<i>68</i>					3
11						1			<i>30.08</i>	<i>76</i>	<i>68</i>	<i>68</i>					3
Mid.						1			<i>30.08</i>	<i>75</i>	<i>68</i>	<i>68</i>		<i>o.c. d.</i>	<i>o.c. d.</i>		10

under the command of *Commander L. G. Heilbr*
Sunday May 18, 1902

, U. S. Navy,
190 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 A.M.

Cloudy and damp, drizzling at close. Calm with light air from S. S. W. Barometer falling

Hubbard, Lieutenant U. S. N.

4 A.M. to 8 A.M.

Overcast, cloudy and drizzling. Calm. Barometer rising. Inspected magazines, temperatures from 72° F. to 66° F. no foul air.

Hubbard
Lieut. U. S. N.

8 A.M. to Noon

Overcast and cloudy. Light drizzling rain first two hours. Light air from West to calm. At 9.30 mustered crew at quarters. Ransom J. (see) and Edley O. B. (see) absent. Bismarck J. (see) returned from last of absence. R. J. (see) released by reason of expiration of confinement.

Hubert L. Sparrow
Ensign U. S. N.

Noon to 4 P.M.

Cloudy, pleasant. Calm to gentle breeze from North and East

Hubert L. Sparrow
Ensign U. S. N.

4 to 8 P.M.

Partly clear, fair. Gentle breeze to light air from East and S. E. W. J. Fitzgerald (see) left the ship for five days leave of absence.

Hubert L. Sparrow
Ensign U. S. N.

8 P.M. to Midnight

Partly clear. Light drizzle last hour. Light air from S. E.

Hubert L. Sparrow
Ensign U. S. N.

Examined and found to be correct.

Hubbard Navigator.

LOG of the UNITED STATES *Sailing Ship Essex*
May 24th 1846

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			the State of Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form of, by symbols.		Number of, by symbols.	Amount, in tenths of an inch.		
A. M.																				
1	<i>In Bay Breeze</i>			<i>SE 65° W</i>	<i>Calm</i>					<i>30.09</i>	<i>75</i>	<i>68</i>	<i>68</i>		<i>a. c. f.</i>	<i>h</i>		<i>10</i>		
2										<i>30.10</i>	<i>75</i>	<i>67</i>	<i>66</i>		<i>h</i>	<i>h</i>		<i>8</i>		
3										<i>30.10</i>	<i>72</i>	<i>67</i>	<i>66</i>		<i>a. c. f.</i>	<i>h</i>		<i>10</i>		
4										<i>30.10</i>	<i>72</i>	<i>66</i>	<i>65</i>					<i>10</i>		
5										<i>30.08</i>	<i>71</i>	<i>68</i>	<i>68</i>		<i>a. c. m.</i>	<i>h</i>		<i>10</i>		
6										<i>30.08</i>	<i>70</i>	<i>68</i>	<i>68</i>					<i>10</i>		
7										<i>30.09</i>	<i>71</i>	<i>70</i>	<i>68</i>		<i>h. c. m.</i>			<i>10</i>		
8										<i>30.10</i>	<i>73</i>	<i>74</i>	<i>73</i>					<i>4</i>		
9										<i>30.10</i>	<i>74</i>	<i>74</i>	<i>74</i>					<i>2</i>		
10					<i>S. W.</i>					<i>30.12</i>	<i>78</i>	<i>81</i>	<i>77</i>					<i>8</i>		
11					<i>South</i>					<i>30.12</i>	<i>80</i>	<i>84</i>	<i>81</i>		<i>h. c.</i>			<i>6</i>		
Noon.										<i>30.10</i>	<i>81</i>	<i>84</i>	<i>81</i>					<i>8</i>		

Position at 8 A. M. { Latitude by
 Longitude by

{ Latitude by observation
 Longitude by observation

Position at noon: { Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

125 gallons.

1200

2300

tons, *500* lbs.

2 " *900* "

P. M.																				
1	<i>in Bay Breeze</i>	<i>SE 65° W</i>	<i>South SE 65° W</i>	<i>2.4</i>	<i>30.07</i>	<i>81</i>	<i>85</i>	<i>83</i>	<i>h. c. f. l.</i>	<i>h</i>	<i>1</i>									
2			<i>S. S. W.</i>	<i>2.4</i>	<i>30.05</i>	<i>76</i>	<i>78</i>	<i>75</i>	<i>h. c. f. l.</i>	<i>h</i>	<i>10</i>									
3	<i>Running out of Bay Breeze</i>			<i>3</i>	<i>30.03</i>	<i>76</i>	<i>79</i>	<i>76</i>	<i>h. c. f. l.</i>	<i>h</i>	<i>9</i>									
4		<i>SE 70° W</i>		<i>2</i>	<i>30.02</i>	<i>75</i>	<i>78</i>	<i>75</i>	<i>h</i>	<i>a. c.</i>	<i>9</i>									
5				<i>2</i>	<i>30.01</i>	<i>76</i>	<i>78</i>	<i>75</i>	<i>h</i>	<i>a. c.</i>	<i>9</i>									
6				<i>2</i>	<i>30.01</i>	<i>74</i>	<i>78</i>	<i>76</i>			<i>8</i>									
7				<i>2</i>	<i>30.03</i>	<i>74</i>	<i>78</i>	<i>76</i>		<i>S. c.</i>	<i>8</i>									
8				<i>2</i>	<i>30.04</i>	<i>75</i>	<i>78</i>	<i>76</i>			<i>8</i>									
9				<i>1</i>	<i>30.05</i>	<i>77</i>	<i>79</i>	<i>76</i>			<i>8</i>									
10				<i>1</i>	<i>30.05</i>	<i>76</i>	<i>78</i>	<i>77</i>			<i>7</i>									
11				<i>1</i>	<i>30.05</i>	<i>75</i>	<i>77</i>	<i>76</i>			<i>6</i>									
Mid.				<i>1</i>	<i>30.04</i>	<i>74</i>	<i>77</i>	<i>76</i>			<i>5</i>									

under the command of Commander L. C. Hulbur
Monday May 19, 1902.

, U. S. Navy,
190 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 A.M.

Borecast and cloudy Buggy except second hour. Calm.

Herbert P. Sparrow

Ensign U.S.N.

4 to 8 A.M.

Borecast to nearly clear Buggy. Calm. Inspected magazines, temperature forward 68°, 69°; aft 68°, 69°; No foul air. Received in Dry Department 50 pounds bread, 65½ pounds pack of meat, and vegetables.

Herbert P. Sparrow

Ensign U.S.N.

8 A.M. to Noon.

Fairly clear and warm. Light S.W. breeze at 9:30 mustered crew at quarters. Hannen J. (En) absent without leave. The following yard workers at work aboard. Steam Eng. & machinist, 2 helpers, 2 apprentices. Construction Dept. 1 plumber, 1 apprentice, 4 riggers, 4 machinists, 2 helpers, 1 shipwright, 1 helper, 1 painter. Board of survey of which Lieut. H. McAlpine and Lieut. Naval Constructor C. F. Eggert were sole members reported on board to survey articles in Steam Engineering, and Construction, respectively. Received in Steam Engineering Department 41 goats hair. At 10:30 started to flood dock preparatory to undocking.

W. Whigham

Ensign U.S.N.

Noon to 4 P.M.

Cloudy with heavy rain first half. Barometer falling. Light to moderate breeze from S.S.W. to Southerly. At 2:10 hauled out of the dry dock and moved to dock near gate. Following yard workers on board in Construction Department. Ironworker, 1 helper, 3 machinists and 1 helper. Inspected magazines and shell room flood cocks, and found them in good working order. Inspected magazines temperature shell room aft 71° 68° forward 72° 70° fired ammunition shell room 72° 70° small arms 72° 69°; no foul air. Brady (Spec. Cl.) left on seven days leave. W. F. Selley (yeat) returned from leave.

W. Whigham

Ensign U.S.N.

4 to 8 P.M.

Cloudy and pleasant. Light S.S.W. breeze. Mustered crew at 4:30. Hannen J. (En) absent without leave. J. Drummond (M) left on seven days leave.

W. Whigham

Ensign U.S.N.

8 P.M. to Midnight

Clearing and pleasant. Light air from S.S.W.

W. Whigham

Ensign U.S.N.

Examined and found to be correct.

J. J. H. C. Navigator.

LOG of the UNITED STATES *Training Ship Grex* at *Shay Yard & Popple Co.*

S. Paul Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dr Bulb.	Air W. Bulb.	Water at Surface.	Form of clouds, by symbols.		Moving from.	Amount in tenths of a circle.		
A. M.																				
1			<i>Corrected</i>	<i>24 20' 00"</i>	<i>S S O</i>		1			30.04	74	69	67		<i>S. C.</i>	<i>S. C.</i>			9	
2							2			30.04	74	69	67						7	
3							1			30.03	73	69	67						8	
4							1			30.04	73	69	68						7	
5							1			30.00	73	69	68			<i>C. C.</i>			4	
6							1			30.00	74	70	69						4	
7							2			30.01	74	74	73			<i>C. S.</i>			4	
8					<i>S O</i>		2			30.01	74	74	73						4	
9							2			30.06	76	80	75						4	
10							2			30.05	79	82	76						4	
11							1			30.04	79	83	78						4	
Noon.					<i>E S G</i>		2			30.05	79	83	78						5	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

125 gallons.

2075 tons, 580 lbs.

2 " 400 "

P. M.																				
1			<i>Corrected</i>	<i>24 20' 00"</i>	<i>E. S. G.</i>		3			30.01	79	79	75		<i>S. C.</i>	<i>C. S.</i>			6	
2							3			30.08	80	82	78			<i>C. C.</i>			6	
3							3			30.05	80	82	78						6	
4					<i>E. S. G.</i>		3			30.09	81	82	79						5	
5							3			30.09	80	81	77			<i>C. C.</i>			3	
6							2			30.10	79	78	76						4	
7					<i>S.</i>		1			30.12	78	78	72			<i>S. C.</i>			7	
8							2			30.15	78	70	69						8	
9							2			30.18	76	68	68			<i>C. C.</i>	<i>C. S.</i>		9	
10							2			30.21	70	65	65						10	
11							4			30.22	70	68	64						10	
Mid.							4			30.24	69	63	64						10	

,190 .

Commences, and, until 4 A.M.

W. H. Knapth:
Lieutenant U.S.A.

Clear and pleasant. Light air from S E or f. Hansen (Boat) returned on board having left the ship without permission. Inspected magazines and shell rooms, temperature normal, no foul air.

W. K. King
Lieutenant U. S. N.

Fair and hot. Light breeze from S.W. Barometer about steady. Arrived camp at quarter of 9.50. all accounted
 for. The commanding officer awarded the following punishments - Corporal (ear) leaving his seat without permission and
 absenting himself about 115 hours. Placed in single room to await trial by G. & Medical. Following yard workmen on
 board - 1 plumber, 1 apprentice, 1 helper, 4 machinists, 1 helper, 1 apprentice, 1 sagger, 6 machinists, 2 helpers, 2 helpers, 2 apprentice.
 Placed in Quarantine department 10 under canvas bars, 1 hand saws, 10 clearing ends, 1 safety 1 - tools, 12 rebound sprays
 50 cal, 6" tommy, 2 soldier model 95. Placed in Quarantine Hospital department 46 pounds dead line, 1 lineal, 1
 14 inches (ear) placed in single room to await trial by G. & M. in accordance with punishment awarded.

J.E. Briggs, *Quincy N.H.*

[illegible]

383 Ringen, Gmünd 26.5.20

Day is cloudy and warm. Light air from N. N. E. to East. Barometer rising. Sent liberty party ashore. Mustered crew at quarters at 4.30. all accounted for.

J. E. Briggs,
Guinea 26. S. W.

Q. cloudy to overcast and pleasant. Light to moderate breeze from East. Barometer rose

J. E. Briggs
Garrison, N. S. N.

J. H. Hubbard & Co. Navigators.

LOG of the UNITED STATES *Training Ship Quaker* *at Mary Yard Norfolk Va*

Thurs Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.			State of the sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Surface of Water.	Forma of, by symbols.	Motion form.	Amount, sea state.	
A. M.																		
1			<i>Alford's watch</i>	<i>SE 21° Dr</i>	<i>East</i>		3			30.26	68	62	62	<i>c. c.</i>	<i>gt</i>		10	
2							3			30.26	67	61	62				10	
3							3			30.27	67	61	61				7	
4					<i>SE 2 1/2</i>		3			30.28	67	60	60	<i>b. c.</i>	<i>c. 2</i>		4	
5							3			30.31	66	60	60	<i>b. a. m.</i>	<i>st-st</i>		4	
6							3			30.24	65	61	61		<i>a-b</i>		3	
7							3			30.27	65	63	63	<i>b. c.</i>	<i>c. c.</i>		3	
8							3			30.27	66	63	63				3	
9					<i>SE 2 1/2</i>		3			30.27	67	65	67				4	
10					<i>East</i>		3			30.46	68	66	65				3	
11							3			30.28	70	66	66				3	
Noon.							4			30.41	68	66	67				3	

Position at 8 A. M. { Latitude by 0 1 "
 { Longitude by 0 1 "
 { Latitude by observation 0 1 "
 { Longitude by observation 0 1 "
Position at noon: { Latitude by D. R. 0 1 "
 { Longitude by D. R. 0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by 0 1 "
 { Longitude by 0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

125 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1950.

Coal consumed during the preceding 24 hours,

tons, 500 lbs.

Coal remaining on hand at noon,

1 " 2860 "

P. M.																		
1			<i>Alford's watch</i>	<i>SE 21° Dr</i>	<i>SE 2 1/2</i>		4			30.44	69	69	68	<i>b. c.</i>	<i>sc</i>		2	
2							4			30.46	70	70	70				2	
3							4			30.75	70	70	70				2	
4							4			30.44	70	70	71				2	
5							4			30.44	70	70	71				2	
6							3			30.44	70	67	68				2	
7							3			30.44	70	68	64				3	
8							2			30.44	70	67	62				3	
9							1			30.44	70	58	57	<i>b.</i>	<i>elms</i>		0	
10							1			30.45	69	58	58				0	
11							1			30.45	68	67	56				0	
Mid.							1			30.44	68	56	56				0	

, U. S. Navy,
 , 190 .

Commence to 4 A.M.

Overcast but clearing. Gentle breeze from East-north-east. Fine started in lake at

J. E. Briggs,
Greene St N

4 to 8 A.M.

Fun and pleasant gentle breeze from SE & barometer rose. Steam formed in Boiler A. at 6.15. Trained in
day department 50 lb. fresh meat, 52 lb. fresh meat, 62 lb. fresh vegetables, 100 lbs. maggoty meat, 100 lbs. meat
forward 55, 61, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
forward 55, 61, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

22. Bunge. Eigenz. 26. 3. 18

S. A. M. to E. M. L. L.

Began with fair, pleasant weather and gentle breeze from S. E. Grounds fair and main top rail yards. Top galleys, and royal yards were received at 9.30 delivered to Shinden Rowing Club, as departure festival by gunnery boat at about 10.00 Yards unknown at work on board as follows: in Construction; 2 plumbline, 1 apprentice and 1 helper; 1 shipwright, 2 caulkers, 2 smiths, 2 helms, and 2 apprentices, turned into General Discharge; 3 paces and iron clubs, 1 pair drum bells, 1 hat stove, 1 beard box, 1 wash room; 1 bathroom, 1 cabin; 1 bathroom, 1 wash room; At 9.30, mustered the hands & crews in Steam Engineering from the ships paymaster: 1 first engineer, 12 coal fire knuckle, 1 barrel black lead, 12 palm mouth chisel, 12 bar lamp glass rods, 12 iron shells secured, 18 bars steel fish, 30 pounds pistons, 10 pounds relief gear, 12 brass angle valves, 6 feet cables, 12 iron coils, and 4 brass gears. The disbursements being rapidly. The wind rose to East and increased to moderate breeze

1-12

George S. Hayward,
Lieutenant - U. S. N.

At General to JPM

[illegible]

George A. Hayward, Lieutenant

468 P. 10

[illegible]

George N. Hayward
Librarian U.S.A.

Examined and found to be correct.

8 P.M. to Examine

Regime with fine pleasant weather, and light breeze from S.W. & the wind veered to S.E. clouds fill to 50% and
 George A. Haywood
 J. Hubbard
 Navigation.

Significance.

LOG of the UNITED STATES *Training Ship Quaker* at *Stary Island, Springfield Co.*

Wind Rate,

Hour	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			the State of Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			Form of, by symbols.	Moving form.	Amount, estimated.	
A. M.																				
1	<i>Head to wharf</i>			<i>20° 40'</i>	<i>S. S. E.</i>		<i>2</i>			<i>30.43</i>	<i>65</i>	<i>55</i>	<i>55</i>		<i>bc</i>	<i>None</i>			<i>0</i>	
2	"			"	<i>South</i>		<i>2</i>			<i>30.41</i>	<i>64</i>	<i>55</i>	<i>55</i>		"				<i>0</i>	
3	"			"	"		<i>2</i>			<i>30.40</i>	<i>64</i>	<i>54</i>	<i>54</i>		"				<i>0</i>	
4	"			"	"		<i>2</i>			<i>30.40</i>	<i>63</i>	<i>53</i>	<i>53</i>		"				<i>0</i>	
5	"			"	"		<i>2</i>			<i>30.35</i>	<i>62</i>	<i>52</i>	<i>52</i>	<i>bc. 20</i>	<i>bc. 2</i>				<i>3</i>	
6	"			"	"		<i>2</i>			<i>30.40</i>	<i>62</i>	<i>55</i>	<i>54</i>	<i>bc.</i>	"				<i>4</i>	
7	"			"	"		<i>1</i>			<i>30.40</i>	<i>64</i>	<i>60</i>	<i>58</i>		"				<i>3</i>	
8	"			"	"		<i>1</i>			<i>30.40</i>	<i>64</i>	<i>61</i>	<i>62</i>		"				<i>5</i>	
9	"			"	"		<i>3</i>			<i>30.39</i>	<i>66</i>	<i>67</i>	<i>67</i>		"				<i>3</i>	
10	"			"	<i>S. S. O.</i>		<i>3</i>			<i>30.39</i>	<i>69</i>	<i>72</i>	<i>67</i>		"				<i>3</i>	
11	"			"	<i>S. O.</i>		<i>3</i>			<i>30.40</i>	<i>70</i>	<i>74</i>	<i>68</i>		"				<i>2</i>	
Noon.	"			"	"		<i>3</i>			<i>30.39</i>	<i>72</i>	<i>75</i>	<i>74</i>		"				<i>2</i>	

Position at 8 A. M. { Latitude by 0 1 "
Longitude by 0 1 "
Latitude by observation 0 1 "
Longitude by observation 0 1 "
Position at noon: Latitude by D. R. 0 1 "
Longitude by D. R. 0 1 "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by 0 1 "
Longitude by 0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 525 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours, 1425 tons, 500 lbs.

Coal remaining on hand at noon, 1 " 1800 "

P. M.																				
1	<i>Head to wharf</i>			<i>20° 40'</i>	<i>S. O.</i>		<i>2</i>			<i>30.40</i>	<i>73</i>	<i>73</i>	<i>71</i>		<i>bc</i>	<i>bc. 5</i>			<i>4</i>	
2	"			"	<i>S. S. O.</i>		<i>2</i>			<i>30.39</i>	<i>74</i>	<i>73</i>	<i>76</i>		"	"			<i>4</i>	
3	"			"	"		<i>2</i>			<i>30.36</i>	<i>78</i>	<i>80</i>	<i>79</i>		"	"			<i>4</i>	
4	"			"	"		<i>2</i>			<i>30.33</i>	<i>78</i>	<i>81</i>	<i>79</i>		"	"			<i>3</i>	
5	"			"	"		<i>2</i>			<i>30.31</i>	<i>78</i>	<i>81</i>	<i>78</i>		"	"			<i>3</i>	
6	"			"	"		<i>2</i>			<i>30.30</i>	<i>78</i>	<i>81</i>	<i>77</i>		"	"			<i>2</i>	
7	"			"	"		<i>2</i>			<i>30.28</i>	<i>77</i>	<i>74</i>	<i>70</i>		"	"			<i>2</i>	
8	"			"	"		<i>3</i>			<i>30.28</i>	<i>77</i>	<i>73</i>	<i>70</i>		"	"			<i>3</i>	
9	"			"	"		<i>3</i>			<i>30.29</i>	<i>76</i>	<i>70</i>	<i>68</i>		"	"			<i>2</i>	
10	"			"	"		<i>3</i>			<i>30.29</i>	<i>74</i>	<i>68</i>	<i>66</i>		"	"			<i>1</i>	
11	"			"	"		<i>3</i>			<i>30.29</i>	<i>75</i>	<i>66</i>	<i>65</i>		"	"			<i>1</i>	
Mid.	"			"	"		<i>2</i>			<i>30.29</i>	<i>73</i>	<i>68</i>	<i>65</i>		"	"			<i>1</i>	

under the command of *Commander E. S. Heilner*
Thursday May 22, 1902

, U. S. Navy,
190 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 A.M.

Begins with clear pleasant weather and light breeze from S.E. The wind veered to South and increased to light breeze.

Serge N. Hayward

Lieutenant U.S.N.

4 to 8 A.M.

Begins with fair cool weather and light breeze from S.E. The wind fell to light air.

Serge N. Hayward

Lieutenant U.S.N.

8 A.M. to Noon.

Begins with fine pleasant weather and light air from South. Many yard workmen on hand as follows: in Construction, 3 machinists, 1 apprentice, 2 plumbers, 1 apprentice, 1 helper, 1 painter, 1 shipwright, and 1 caulker; in Steam Engineering, 6 machinists, and 2 apprentices; and in Equipment 2 riggers. At 9.30 mustered the hands. At 10.00 a Summary Board of which Lieut. J. D. Hubbard U.S.N. was Senior Member met for the trial of Indian Khamu, Seaman, for being absent without leave. Made the morning inspection of magazine and found the air fresh and the temperature normal. Received in Equipment 20 bags of General Rice Soap 5 lb. gun waxing, 24 lantern globes, 36 lamp chimneys, 12 yds. turkey red muslin, 12 yds. bleached white muslin, 2 green and 2 red shade boat side lights, 1 lb. gun camp tin, 20 lbs. polishing paste, 340 gals. illuminating oil, and 1 oz. mouth and in Ordnance, 2 gun covers 6 lbs., 1 iron, 3 water buckets, 1agnet can, 1 set. first shells, 1 bristle sponge 6 lbs., 1 snare, 5 single sticks, 8 bayonet scabbards, 1 extra canteen and sponge 6 lbs., 1 barrel cover 6 lbs., 1 towel hammer, 1 rubber stick scale, 5 firing pin points 6 lbs., 2 firing pin bolts 1 lb., 5 canteens, 5 canvas shoes, 15 blanket bags and straps, 20 hammock and straps, 1 rifle 6 lbs., 4 gun tubes, and 6 American magazine rifles. Put light rigging aloft and finished the top gallant masts. The wind increased to gentle breeze and veered to S.W. The weather is now fair clear. The attendant returned from leave.

Serge N. Hayward

Lieutenant U.S.N.

Afternoon to 4 P.M.

Begins with clear warm weather and gentle breeze from S.W. Making ready to coal from lighter Starboard side. These yard workmen on hand: in Construction, 2 plumbers, 1 apprentice, and 1 helper, 1 sheet iron worker, and 1 helper, 2 machinists, and 1 apprentice; and in Steam Engineering 5 machinists, 2 helpers, and 1 painter. Dined in Equipment 1 set of galley rings and in Steam Engineering 48 piston springs. Received alongside a lighter with about 136 tons of Beahm's Gal. Made the afternoon inspection of magazine and found the air fresh and the temperature normal. The wind backed to S.E. Dr. Brimmer steady. The wind fell to light breeze. Dr. J. Hammond D.D. returned from leave.

Serge N. Hayward

Lieutenant U.S.N.

4 P.M. to 8 P.M.

Begins with clear very warm weather and light breeze from S.E. Dr. At 4.45 mustered the hands. Made ready for sailing. Began distilling into the tanks with a boiler of 6. The moon rose at 7.45. The wind grew to gentle breeze.

Serge N. Hayward

Lieutenant U.S.N.

8 P.M. to Midnight

Begins with clear moonlight weather and gentle breeze from S.E. Dr. Quelling with steam from A boiler. The wind fell to light breeze and the weather grew cooler.

Serge N. Hayward

Lieutenant U.S.N.

Examined and found to be correct.

J. Hibbard Navigator.

LOG of the UNITED STATES ^{NO} *Training Ship Cass* at *Charlottesville Va.*

Thred Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			the State of sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.		Forma of, by symbols.	Max. temp.	Amount, sea state.	
A. M.																		
1	<i>Blowed to back</i>			<i>SE 20° W</i>	<i>SE W</i>	1		<i>30.29</i>	<i>72</i>	<i>64</i>	<i>64</i>		<i>bc</i>	<i>cc</i>				
2	"			"	"	1		<i>30.29</i>	<i>72</i>	<i>63</i>	<i>63</i>		"	"				
3	"			"	"	1		<i>30.28</i>	<i>71</i>	<i>62</i>	<i>61</i>		"	"				
4	"			"	"	1		<i>30.28</i>	<i>71</i>	<i>62</i>	<i>61</i>		"	"				
5	"			"	"	2		<i>30.28</i>	<i>69</i>	<i>63</i>	<i>62</i>		<i>bc. m.</i>	<i>cc. m.</i>				
6	"			"	"	2		<i>30.23</i>	<i>69</i>	<i>64</i>	<i>63</i>		<i>bc.</i>	<i>cc. h.</i>				
7	"			"	"	3		<i>30.23</i>	<i>70</i>	<i>67</i>	<i>65</i>		"	"				
8	"			"	<i>SE W</i>	3-4		<i>30.22</i>	<i>71</i>	<i>71</i>	<i>68</i>		<i>bc. a.</i>	"				
9	"			"	"	3-4		<i>30.23</i>	<i>72</i>	<i>70</i>	<i>71</i>		<i>bc. m.</i>	"				
10	"			"	"	3		<i>30.23</i>	<i>74</i>	<i>78</i>	<i>73</i>		<i>bc. m.</i>	"				
11	"			"	<i>SE W</i>	3		<i>30.20</i>	<i>76</i>	<i>80</i>	<i>75</i>		"	"				
Noon.	"			"	"	3		<i>30.17</i>	<i>78</i>	<i>82</i>	<i>76</i>		"	"				

Position at 8 A. M. { Latitude by 0 1 "
Longitude by 0 1 "
Latitude by observation 0 1 "
Longitude by observation 0 1 "
Position at noon: Latitude by D. R. 0 1 "
Longitude by D. R. 0 1 "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by 0 1 "
Longitude by 0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 20 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon, 1400 "

Coal consumed during the preceding 24 hours, 3 tons, 146 lbs.

Coal remaining on hand at noon, 133 " 1390 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Leeway.	Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	CLOUDS.	the State of sea.
1	<i>Blowed to back</i>			<i>SE 20° W</i>	<i>SE W</i>	3		<i>30.17</i>	<i>80</i>	<i>85</i>	<i>78</i>		<i>bc. m.</i>	<i>cc. h.</i>	
2	"			"	"	3		<i>30.18</i>	<i>82</i>	<i>87</i>	<i>80</i>		"	"	
3	"			"	"	3		<i>30.17</i>	<i>83</i>	<i>88</i>	<i>80</i>		"	"	
4	"			"	"	3		<i>30.17</i>	<i>82</i>	<i>88</i>	<i>81</i>		"	"	
5	"			"	"	3		<i>30.14</i>	<i>83</i>	<i>87</i>	<i>81</i>		<i>bc.</i>	<i>cc.</i>	
6	"			"	"	2		<i>30.14</i>	<i>82</i>	<i>86</i>	<i>80</i>		"	"	
7	"			"	"	1		<i>30.17</i>	<i>81</i>	<i>82</i>	<i>77</i>		"	<i>cc. h.</i>	
8	"			"	"	1		<i>30.20</i>	<i>80</i>	<i>79</i>	<i>75</i>		"	"	
9	"			"	"	1		<i>30.18</i>	<i>79</i>	<i>76</i>	<i>73</i>		<i>bc. h.</i>	"	
10	"			"	"	1		<i>30.18</i>	<i>78</i>	<i>79</i>	<i>71</i>		<i>bc.</i>	"	
11	"			"	"	2		<i>30.18</i>	<i>77</i>	<i>72</i>	<i>70</i>		"	"	
Mid.	"			"	"	2		<i>30.17</i>	<i>75</i>	<i>70</i>	<i>68</i>		"	"	

under the command of *Commander L. C. Reichen*
Friday May 23, 1902.

, U. S. Navy,
190 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 A.M.

Begins with clear cool moonlight weather and light air from S.S.W. Distilling with steam from A boiler
Leop. A. Hayward
Lieutenant U.S.N.

4 to 8 A.M.

Begins with damp cool weather moonlight and light air from S.S.W. At 6.00 stopped distilling. Setting up standing rigging. The wind increased to light breeze. Made first morning inspection of magazine and shell room and found the air fresh and the temperature normal. Begun in P.M. to begin to distill into the tanks at 7.45
Leop. A. Hayward
Lieutenant U.S.N.

8 A.M. to Noon

Clear and warm Gentle S.W. to S.S.W. breeze. Began coaling ship at 8.00. Following yard workmen engaged on board in Construction Department: 2 plumbers, 1 apprentice, 1 helper, 1 sheet iron worker, 1 helper, 3 machinists, 2 helpers, 1 apprentice, and 1 shipwright; in Steam Engineering 5 machinists, 2 helpers, 3 apprentices, and 6 laborers. Expended from Store for the following equipment alone: 45 yards cotton canvas, 40 yards cotton canvas, 5, 12 yards Kevlar duck 80, 19 yards flax canvas, 2, 25 yards flax canvas, 4, 204 lb manila rope 2 1/4", 325 lb manila rope 3 1/4", 450 lb manila rope 4", 180 lb manila rope 4 1/2", 90 lb hemp 2 1/4", 12 lb steel wire 1", 10 lb 1/2", 40 lb threader stuff 15 thread, 45 lb rodline stuff 22 thread, 30 lb hemp 2 1/4", 6 thread, 30 lb hemp 2 1/4", 49 lb hemp 2 1/4", 12 thread, 50 lb cod line, 25 lb 24 mm yarn, 3 yards, 7 lb cotton twine 6 ply, 60 lb junk hemp, 40 hammocks, 8 assorted bands, 4 lb tallow, Distilling into ship's tanks
N. W. Hayward
Lieutenant U.S.N.

From Noon to 4 P.M.

Clear and warm, Gentle breeze from S.W. S.S.W. Finished coaling ship at 3.00 having received in board 138 1/2 tons. Following yard workmen engaged on board in Construction Dept.: 5 journeymen, 2 plumbers, 1 helper, 1 apprentice, 3 machinists, 1 helper, 1 apprentice, 1 shipwright, 1 sheet iron worker, and 1 helper, in Steam Engineering as in preceding watch. Inspected magazine and shell room temperature normal and no foul air. G. Armstrong, P.M. Assistant, left the ship on seven days leave of absence. Distilling into ship's tanks
N. W. Hayward
Lieutenant U.S.N.

4 to 8 P.M.

Clear and pleasant. Light air to gentle breeze from S.S.W. Distilling into ship's tanks. Went liberty party ashore.
N. W. Hayward
Lieutenant U.S.N.

8 P.M. to Midnight

Clear and pleasant. Light S.S.W. air and breeze moonlight. at 10.30 stopped distilling and light hooked fire in boiler. S.S. Fitzgerald Landeran, returned from base.
N. W. Hayward
Lieutenant U.S.N.

Examined and found to be correct.

W. Mulford Lt. Navigator.

LOG of the UNITED STATES *Drawing Ship Essex* *at Stacy Yard Norfolk Va*

Thud Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Form of, by symbols.		Moving form.	Amount, estimated.		
A. M.																				
1	<i>Blownd to Sea</i>			<i>21 20' Or</i>	<i>S. S. Or</i>		3			30.17	75	70	68			<i>bc</i>	<i>ci. h</i>		3	
2							3			30.17	75	67	67			"	"		3	
3							2			30.17	74	68	66			"	"		4	
4							1			30.17	73	66	65			"	"		3	
5							2			30.14	71	66	65			"	"		3	
6							2			30.15	71	68	66			"	"		3	
7							3			30.15	71	71	68			"	<i>ci. h</i>		3	
8							3			30.14	73	73	74			"	"		3	
9							2			30.15	75	75	74			"	"		4	
10					<i>S. Or</i>		3			30.15	78	79	74			"	<i>ci. cu</i>		4	
11					<i>S. Or</i>		3-4			30.16	79	80	74			<i>bc cu</i>	<i>ci. cu</i>		5	
Noon.							2			30.15	80	84	77			"	"		7	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

120 gallons.
700 "
3000 "
3 tons, 140 lbs.
133 " 1390 "

P. M.																				
1	<i>Blownd to Sea</i>			<i>21 20' Or</i>	<i>S. Or</i>		2			30.13	82	87	80			<i>bc</i>	<i>ci. cu</i>		7	
2							3			30.11	85	90	87			"	"		7	
3					<i>S. Or</i>		3			30.11	86	92	84			"	"		7	
4					<i>S. S. Or</i>		3-4			30.12	85	90	83			<i>bc cu</i>	<i>ci. cu</i>		7	
5					<i>S. Or</i>		1			30.11	82	73	74			<i>bc</i>	<i>ci. h</i>		9	
6					<i>S. S. Or</i>		1			30.09	80	75	74			<i>bc</i>	<i>ci. h</i>		9	
7							3-3			30.09	71	75	73			"	<i>ci. cu</i>		7	
8							1			30.09	80	73	73			"	"		7	
9							1			30.10	80	78	78			"	"		5	
10							2			30.10	80	73	71			"	"		4	
11					<i>S. Or</i>		3			30.14	78	72	69			<i>bc h</i>	"		3	
Mid.							3			30.14	78	70	69			"	"		6	

under the command of *Commander L. B. Ketchum*
Saturday May 24, 1902.

, U. S. Navy,
190 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 A.M.

Clear and pleasant. Bright moonlight. Light to gentle S.S.W. breeze

W. H. H. H.
Lieutenant E. S. N.

4 to 8 A.M.

Clear and pleasant. Light S.S.W. breeze. Inspected magazines and shell rooms and found temperature normal and no foul air. P. Jeffery Elms attendant and St. S. Falk Block 1st returned from leave.

W. H. H. H.
Lieutenant E. S. N.

8 A.M. to Noon

Fair and warm. Light to gentle breeze from S. W. Barometer steady. Not in land and rigged out flying jib from Following Yard workmen on board: 1 plumber, 1 apprentice, 4 machinists, 1 helper, 1 apprentice, 2 caulkers, 3 machinists, 1 helper, 3 shipwright using Boiler Co. for distilling purposes. M. H. H. H. returned from leave. P. H. H. H. returned from leave.

Z. H. H. H. *Quartermaster E. S. N.*

Noon to 4 P.M.

Cloudy and hot. Gentle breeze from S. W. Barometer fell. Sent liberty party ashore. Following Yard workmen on board: 1 plumber, 1 painter, 1 apprentice, 1 caulk, 4 machinists, 1 helper, 1 apprentice, 3 machinists, 1 apprentice, 1 laborer, 1 painter. Magazines inspected temperature forward 73-74, aft 73-72, fixed ammunition 72-73, small arms 72-74. No foul air. Using Boiler Co. for distilling purposes.

Z. H. H. H. *Quartermaster E. S. N.*

4 to 8 P.M.

Cloudy and warm. Light and variable in direction. Heavy rain squall just before stopped distilling at 7:15. Banked fire.

Z. H. H. H. *Quartermaster E. S. N.*

8 P.M. to Midnight

Fair to cloudy and pleasant. Light to gentle southeasterly breeze. Barometer rising.

Z. H. H. H. *Quartermaster E. S. N.*

Examined and found to be correct.

J. H. H. H. *Navigator.*

LOG of the UNITED STATES

Framing Ship Case

Third Rate,

Sailed 6 Dec. Samp Yard Norfolk Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.					TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Formed by symbols.	Amount, sea to in.						
A. M.																				
1			Mound to Bank 16 20. H		S. H.	2		30.11	76	70	68				b.c.	b.		3		
2			"	"	"	2		30.11	76	69	67				"	at ten to ten		7		
3			"	"	"	1		30.10	75	68	66				b.c.	b.c.		8		
4			"	"	"	1-3		30.10	75	67	66				b.c.	at ten to ten		9		
5			"	"	"	1		30.14	74	67	66				b.c.	at ten to ten		7		
6			"	"	"	1		30.14	73	69	67				"	at ten to ten		7		
7			"	"	"	2		30.14	73	70	68				"	at ten to ten		7		
8			"	"	"	3		30.12	72	72	69				"	at ten to ten		5		
9			"	"	"	3		30.10	75	76	72				"	at ten to ten		7		
10			"	"	"	3		30.10	76	78	73				"	at ten to ten		7		
11			"	"	"	3		30.11	77	80	75				"	at ten to ten		8		
Noon.			"	"	"	3		30.11	78	80	77				"	at ten to ten		9		

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observationLatitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

120 gallons.

250 "

8100 "

1 tons, 570 lbs.

1032 " 1020 "

P. M.																				
1			Mound to Bank 16 20. H		S. S. H.	2		30.11	78	79	74					b.c.	at ten to ten		9	
2			"	"	"	2		30.11	78	79	75					b.c.	at ten to ten		10	
3			"	"	"	2		30.08	78	78	77					b.c.	at ten to ten		8	
4			"	"	"	2-3		30.06	78	82	77					b.c.	at ten to ten		8	
5			"	"	"	1-3		30.00	78	82	77					"	at ten to ten		8	
6			"	"	"	2		29.99	78	79	77					"	at ten to ten		7	
7			"	"	"	1-2		29.98	78	79	77					"	at ten to ten		6	
8			"	"	"	1-2		29.98	79	78	76					"	at ten to ten		6	
9			"	"	"	1		30.04	80	77	74					b.c.	at ten to ten		6	
10			"	"	"	2		30.05	79	77	76					"	at ten to ten		8	
11			"	"	"	S. H.		30.03	78	66	74					b.c.	at ten to ten		8	
Mid.			"	"	"	2		30.02	77	65	74					b.c.	at ten to ten		7	

under the command of

Commander L. C. Nielsen
Sunday May 25th

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 Am:-

Cloudy and pleasant. Light air to light breeze from S.W. Barometer steady

Z. J. Bonaparte Ensign U. S. N.

4 to 8 Am:-

Fair to cloudy and pleasant. Light air to gentle breeze from S.W. Barometer steady. Magazines inspected, temperatures forward 72° 70°, aft 73° 71°, fired ammunition 73° 71°, small arms 72° 71°, no foul air.

Z. J. Bonaparte Ensign U. S. N.

8 Am to Meridian:-

Fair, cloudy warm. Gentle breeze from S.W. At 8:55 spread fores in boiler A and began distilling. At 9:30 mustered crew at quarters. Gymnastics Officer inspected. Robert J. Apperson Ensign U. S. N.

Meridian to 4 PM:-

Cloudy and overcast. Fair second and third hours. Light to gentle breeze from S.W. and S.W. At 3:30 Coldest P. (D.M.C) was found under the influence of liquor and placed under constant charge for safe keeping. Robert J. Apperson Ensign U. S. N.

4 to 8 PM:-

Cloudy, warm and moist. Gentle breeze to light air from S.W. evening to N.W. Inspected magazines, temperatures 73° 73° 71°; no foul air. Robert J. Apperson Ensign U. S. N.

8 PM to Midnight:-

Cloudy heavy lightning first three hours. Thunder and rain third hour. Light air to fresh breeze. Blowing in squalls third hour from N.W. and S.W. Robert J. Apperson Ensign U. S. N.

Examined and found to be correct.

J. Hubbard

Landolt Navigator.

LOG of the UNITED STATES

Training Ship Essex

Wind

Rate,

Moved to Rock, Navy Yard Norfolk Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Form of clouds, by symbols.	Amount, in tenths.	
A. M.															
1	Moved to Rock			N. 28° W.	S. W.	1		30.04	78	65	64	bc.	bc.		2
2	"			"	Calcu	0		30.05	78	66	65	"	"		4
3	"			"	"	0		30.05	77	66	65	bc.	bc.		5
4	"			"	"	0		30.05	77	65	65	bc.	bc.		0
5	"			"	N. S. W.	1		30.05	76	65	65	bc.	bc.		3
6	"			"	Calcu	0		30.02	76	66	65	"	bc.		2
7	"			"	"	0		30.02	72	66	65	"	"		13
8	"			"	S. W.	1		30.02	72	76	73	"	bc.		3
9	"			"	"	1		30.02	76	80	77	"	bc.		5
10	"			"	N. by S.	2		30.01	77	83	79	"	"		6
11	"			"	"	2		30.01	77	84	80	"	"		5
Noon.	"			"	"	2		30.00	78	85	80	"	"		7

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation

Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

150 gallons.

750 "

2700 "

1 tons, 280 lbs.

131 " 740 "

P. M.															
1	Moved to Rock			N. 28° W.	N. S. W.	3		29.99	80	84	78	bc.	bc.		7
2	"			"	South	2		29.98	81	84	78	"	"		7
3	"			"	N. S. W.	2		29.97	81	85	79	"	"		8
4	"			"	"	2		29.97	81	83	78	"	"		8
5	"			"	"	1		29.94	81	82	77	"	bc.		9
6	"			"	Calcu	0		29.96	80	79	76	"	"		8
7	"			"	N. S. W.	1		29.96	80	77	74	"	bc.		7
8	"			"	Calcu.	0		29.96	79	75	73	"	bc.		7
9	"			"	"	0		29.94	78	73	71	"	bc.		6
10	"			"	"	0		29.92	77	71	70	"	bc.		5
11	"			"	"	0		29.89	76	69	68	"	bc.		2
Mid.	"			"	"	0		29.87	76	68	67	"	bc.		2

under the command of

Commander L. C. Skinner.
Monday May 26

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended at 8 AM.

Nearly clear to clear. Lightning third hour. Light air, from S. W. to calm. Bright sun. Light S. Sparrow Hawk.

4 to 8 AM:-

Nearly clear, pleasant. Light air from N. E. W. to calm.

Inspected magazine temperatures 74, 75, 76, 75, no foul air. Received in Pay Department 134 lbs bread, 10 lbs meat and vegetables. Collected 1 (PM) 12 was returned, from sentry's charge. Herbert G. Sparrow, Surgeon U. S. N.

8 AM to Midday:-

Begins with warm cloudy weather and light air from S. W. Passing off running rigging and fitting the light yard. Navy Yard workmen on board, as follows: 1st Construction, 2 machinists, 1 apprentice, 1 helper, 1 painter and 2 carpenters in Steam Engineering, 1 machinist, 2 helpers and 3 apprentices. At 9:30, mustered the hands and found 1 (PM) 12 was returned, from sentry's charge. Herbert G. Sparrow, Surgeon U. S. N.

Midday to 4 PM:-

Begins with light breeze from N. E. and warm cloudy weather. Passing off running rigging and fitting the light yard. Navy Yard workmen on board, as follows: 1st Construction, 2 machinists, 1 apprentice, 1 helper, 1 painter and 2 carpenters in Steam Engineering, 1 machinist, 2 helpers and 3 apprentices. At 9:30, mustered the hands and found 1 (PM) 12 was returned, from sentry's charge. Herbert G. Sparrow, Surgeon U. S. N.

4 to 8 PM:-

Begins with light breeze from N. E. and very warm sunny cloudy weather, threatening rain. Continued work with ship's company. Navy Yard workmen on board watch. After the afternoon inspection of magazines and found the air fresh and the temperatures normal. At 4:30, mustered the hands and found 1 (PM) 12 was returned, from sentry's charge. Herbert G. Sparrow, Surgeon U. S. N.

8 PM to Midnight:-

Begins with calm and clear warm weather. At 10:30 the moon rose. H. P. Kelly, Yeoman 1 class returned. 13 1/2 hours overtime.

Additional 4 to 8 PM:-

Received from Franklyn, effects and measuring package. S. E. ~~Returned to the~~ class and A. C. Nichols, Carpenter. Examined and found to be correct.

J. Hubbard

Surgeon, Navigator.

LOG of the UNITED STATES

Sailing Ship *Essex*
Shoaled to Rock, Sandy Hook & Norfolk Va

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air, Wet Bulb.	Water at Surface.		Formed by symbols.	Morning.	Afternoon.	
A. M.																	
1			Shoaled to Rock	N 20° W	Calcut	0			29.80	75	68	67	b.c.	Clear			5
2			"	"	abashed	1			29.80	76	67	65	"	"			5
3			"	"	"	1			29.80	76	66	65	"	"			4
4			"	"	N. by E.	1			29.80	76	67	66	"	"			6
5			"	"	abashed	3			29.80	76	65	66	"	St.			8
6			"	"	N. by E.	3			29.80	76	62	62	bc	bc			10
7			"	"	N. by E.	1			29.87	75	60	60	bc	bc			7
8			"	"	N. by E.	1			29.87	76	60	60	bc	bc			10
9			"	"	N. by E.	2			29.81	70	62	62	bc	bc			8
10			"	"	"	3			29.80	70	62	62	bc	bc			8
11			"	"	"	3			29.78	70	66	66	"	"			7
Noon.			"	"	N. by E.	2			29.78	70	68	66	"	bc			6

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																	
1			Shoaled to Rock	N 20° W	N. by E.	2			29.80	71	71	68	bc	bc			6
2			"	"	"	2-3			29.80	72	72	70	"	"			7
3			"	"	N. by E.	3-4			29.83	71	68	67	bc	bc			8
4			"	"	"	3			29.83	71	66	65	"	"			9
5			"	"	"	3			29.80	70	66	65	"	"			2
6			"	"	"	3			29.80	70	66	65	"	"			8
7			"	"	"	3-4			29.85	70	63	62	bc	bc			9
8			"	"	"	3-4			29.80	70	62	61	"	"			7
9			"	"	N. by E.	3-4			29.80	70	59	58	bc	bc			10
10			"	"	N. by E.	4			29.85	69	58	56	bc	bc			8
11			"	"	"	4			29.85	67	57	56	bc	bc			8
Mid.			"	"	N. by E.	3			29.85	67	57	56	bc	bc			9

under the command of

Commander L. C. Walker
Tuesday May 27

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 P.M.

Begins with warm fair weather and calms with moonlight. During second hour light breeze from North came up which light wind to start the steamer.

George H. Hayward Lieut. U.S.N.

4 to 8 P.M.

Begins with warm cloudy weather and light breeze from N.E. The breeze quickly grew to gentle breeze and then backed to N.E. During second hour light rains began to fall. At the end light breeze from S.W. with steady moderate rain. Made the morning inspection of magazines and found the air fresh and the temperature normal.

George H. Hayward Lieut. U.S.N.

8 P.M. to Midnight

Cloudy with light rain first hour. Light to gentle breeze from N.W. to N. At 9:30 mustered at quarters - no absentees. Reviewing off running gear. Following yard workmen engaged on board, in Construction Department 2 caulkers, 2 machinists, 2 apprentices and 1 joiner, in Steam Engineering 6 machinists, 2 apprentices and 2 helpers. At 9:30 started fire in boiler. Prepared for dock trial. Removed from Navy Yard in Ordnance Department 300 sheets every cloth.

W. H. Hurlburt Lieut. U.S.N.

Midnight to 4 P.M.

Generally cloudy with light showers last half. Light to gentle breeze from North backing to N.E. In moderate squalls. Following yard workmen engaged in Steam Engineering Department 6 machinists, 2 apprentices, 2 helpers, in Construction Department, 2 machinists, 2 apprentices, 2 caulkers and 1 joiner. Inspected magazines and chest room temperatures normal and no foul air. Closed topgallant yards. At 2:10 began turning over engine for dock steam trial, continued trial throughout watch.

W. H. Hurlburt Lieut. U.S.N.

4 to 8 P.M.

Cloudy with light passing showers first half. Gentle to moderate N.E. breeze occasionally showing in squalls. At 4:30 mustered at quarters - no absentees. Inspected dock trial at 4:40 and started fire to die out in all boilers.

W. H. Hurlburt Lieut. U.S.N.

8 P.M. to Midnight

Generally cloudy to overcast. Gentle to moderate breeze from N.E. backing to N.W.

W. H. Hurlburt Lieut. U.S.N.

Examined and found to be correct.

W. H. Hurlburt Lieutenant Navigator,

LOG of the UNITED STATES

Training Ship Essex

Third

Rate,

Ordered to Coast Army Yard Norfolk Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Wet Bulb.	Air Wet Bulb.	Water at Surface.		Forma of by symbols.	Moving form.	Amount of clouds.	
A. M.																		
1			Observed to Coast	N 20° W	N by W	3.5			29.94	65	57	56	ccy	bc	bc		10	
2			"	"	"	3			29.94	65	57	56	cc	"	"		10	
3			"	"	"	3			29.94	65	56	55	"	"	"		10	
4			"	"	"	3			29.94	64	55	54	bc	bc	bc		10	
5			"	"	N 1/2 W	3			29.96	63	52	51	"	"	"		5	
6			"	"	"	2			29.97	63	52	51	"	bc	bc		2	
7			"	"	N by W	1.5			29.99	61	50	50	bcy	bc	bc		3	
8			"	"	North	3			30.00	63	57	55	bc	bc	bc		2	
9			"	"	"	3			30.01	63	57	57	"	"	"		2	
10			"	"	"	3			30.02	63	60	57	"	bc	bc		5	
11			"	"	N 1/2 W	3			30.02	64	61	59	"	"	"		5	
Noon.			"	"	West	3			30.02	64	62	59	"	bc	bc		5	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observationLatitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																		
1	Observed to Coast			N 20° W	N 1/2 W	3			30.02	66	65	63	bc	bc	bc		5	
2	"			"	"	3			30.02	66	65	63	"	"	"		5	
3	"			"	N 1/2 W	2			30.04	68	68	65	"	"	"		10	
4	"			"	"	2			30.05	69	69	66	"	"	"		10	
5	"			"	West	2			30.05	69	70	67	"	"	"		10	
6	"			"	"	2			30.05	69	69	66	"	"	"		10	
7	"			"	"	1			30.04	67	66	64	"	bc	bc		10	
8	"			"	N 1/2 E	1.5			30.05	67	62	61	"	"	"		10	
9	"			"	"	2			30.07	67	59	58	"	bc	bc		10	
10	"			"	"	2			30.08	67	58	57	"	"	"		10	
11	"			"	N 1/2 E	2			30.08	66	57	57	bc	bc	bc		10	
Mid.	"			"	"	3			30.08	66	57	57	bc	bc	bc		10	

under the command of

Commander L. C. Hubbard,
Wednesday May 25
1902

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 PM.

Overcast and cloudy. Moderate squalls first hour from N by W, decreasing to gentle breeze.

W. H. Keeney,
Lieut. U.S.N.

4 to 5 PM.

Clear and pleasant. Light to gentle N by W breeze. At 4:30 steam died out in boiler No. 1 & 2. Inspected magazines and stoke rooms, found normal temperatures and no foul air. Received in Department 25 lbs. of the fresh bread, 1 lb. of the fresh meat and 6 lbs. of the fresh vegetables.

W. H. Keeney, Lieut. U.S.N.

5 PM to 6 PM.

Fair and pleasant. Gentle breeze from North by East. Parameters steady. Following yard workmen on board: 1 caulker, 1 plumber, 1 apprentice, 3 machinists, 6 machinists, 2 apprentices, 2 helpers. Am engaged in receiving stores and receiving off gear. Received in Pay Department from Pay Master Navy Yard, Norfolk 25 lbs. of the bread, 1 lb. of the fresh meat, 6 lbs. of the fresh vegetables, 100 lbs. of the flour, 200 lbs. of the apples, 100 lbs. of the rice.

J. E. Bonigg, Ensign, U.S.N.

6 PM to 7 PM.

Fair and pleasant. Light to gentle north-easterly breeze. Parameters rose. Am engaged in receiving gear and receiving stores. Received in Pay Department from Pay Master Navy Yard, Norfolk 100 lbs. of the bread, 100 lbs. of the corned beef, 100 lbs. of the ham, 100 lbs. of the mutton, 200 lbs. of the canned vegetables, 100 lbs. of the tomatoes, 200 lbs. of the butter, 100 lbs. of the coffee, 200 lbs. of the dried fruit, 60 lbs. of the sugar. Received in Department of Steam Engineering from Pay Master Navy Yard, Norfolk 10 galvanized buckets, 12 steel 100 lb. shovels. Following yard workmen on board: 1 caulker, 3 machinists, 2 apprentices, 2 helpers. Magazines not inspected, temperatures up to 71, dried ammunition 74 to 73, small arms, 73 to 72, 20 feet air.

J. E. Bonigg, Ensign, U.S.N.

7 to 8 PM.

Fair and pleasant. Light breeze from West. Parameter rose. Sent liberty party ashore. All was mended over at quarters, all accounted for.

J. E. Bonigg, Ensign, U.S.N.

8 PM to 9 PM.

Fair to cloudy and cool. Light south-westerly breeze. Parameter steady.

J. E. Bonigg, Ensign, U.S.N.

Examined and found to be correct.

L. C. Hubbard

Lieut. U.S.N.

Navigator.

LOG of the UNITED STATES

Training Ship Cass

Mud

Rate,

Almonds to Capt Henry Ford, Norfolk Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount, sea to 10 miles.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.			Forms of, by symbols.	Amount, sea to 10 miles.		
A. M.																			
1	Round to Starb			20° N	Land	1			30.11	65	52	55			e. c. l. d.	200	10		
2	"			"	Land	0			30.12	65	52	54			bc	200	9		
3	"			"	Land	1			30.14	66	52	54			bc	200	5		
4	"			"	"	1			30.17	68	52	54			bc	200	4		
5	"			"	N.E.	1			30.20	62	57	56			"	"	3		
6	"			"	"	2			30.22	63	60	57			"	200	2		
7	"			"	"	2			30.25	64	62	57			"	"	2		
8	"			"	"	3			30.26	65	62	61			"	"	2		
9	"			"	"	2			30.29	67	67	63			"	"	2		
10	"			"	"	2			30.29	67	67	64			"	"	1		
11	"			"	N.E.	2			30.30	67	67	62			"	"	1		
Noon.	"			"	N.E.	1-2			30.30	67	67	62			"	"	1		

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

0 1 "

Latitude by observation

0 1 "

Longitude by observation

0 1 "

Position at noon:

Latitude by D. R.

0 1 "

Longitude by D. R.

0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "

0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

250 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

"

Coal consumed during the preceding 24 hours,

2000 tons, 180 lbs.

Coal remaining on hand at noon,

127 " 1630 "

P. M.																			
1	Round to Starb			20° N	N.E.	1			30.25	65	68	66			bc	200	1		
2	"			"	"	1			30.28	65	68	64			"	"	1		
3	"			"	"	1			30.28	69	70	68			"	"	1		
4	"			"	"	1			30.28	69	70	67			"	"	1		
5	"			"	"	1			30.28	69	70	67			"	"	1		
6	"			"	N.E. & Land	2			30.28	70	70	67			"	"	1		
7	"			"	N.E.	2			30.30	69	66	64			"	"	0		
8	"			"	"	2			30.31	69	61	60			bc	200	1		
9	"			"	"	2			30.33	69	61	58			bc	200	1		
10	"			"	"	2			30.33	68	59	57			bc	200	0		
11	"			"	Starb	2			30.33	67	58	57			bc	200	1		
Mid.	"			"	"	2			30.33	66	57	56			"	"	1		

, U. S. Navy,
1902 .

Experiences and until 1890:

3^d Bridge, Ensign U.S.M.

Warm and pleasant, Light to moderate breeze from S.E. Barometer rose. Records in Bay
Department 66° the wind 63 the breeze 66° the register Magazine inspected temperature off 74 72
field ammunition 71 70, small arms 74 73, the foul air

J. E. Binger, Ensign U.S.N.

Scarcely clear fair and pleasant. Light breeze to light air from N.E. and N.W. Yard most men on board as follows: Department Construction and Repair 3 machinists, Department Steam Engineers, 6 machinists, 2 apprentices, 2 helpers.

Herbert L. Spencer Esq. U.S.N.

Nearly clear pleasant. Light breeze from N.E. Yard workmen on board as follows: Department Construction and Repair, 3 machinists, 1 joiner, 1 shipwright, 1 apprentice, 2 Department Steam Engineering; 6 machinists 2 apprentices, 3 helpers. During the day received in Department Supplies and Accounts, 3500 lbs salt beef, 5000 lbs salt pork, 17 lbs lard, 107 pounds spruce

Herbert G. Spencer
Emory, U.S.N.

Nearly clear to clear and pleasant Light breeze variable in direction. At three o'clock crew at
jugs. Published at muster proceedings of "Continental of A. Hansen (the) tried for deserting
himself from station and duty without leave from proper authority and remaining absent
with May 20, 1905 sentence: Military confinement, ^{in the} in bed and water for 20 days with full
ration three thirds pay and loss of 1 months pay amounting to \$91. He was therefore confined
in accordance with his sentence. Suspected magazine ^{impregnated} 74°, 77°, 78°, 78°, 80° and air
Hebert Hansen

Robert T. Sparrow
Ensign U.S.N.

clear and fair, Hazy first hour Light breeze from S. to S.W. S. by N.

Herbert G. Spence
Ensign U.S.N.

[illegible]

Robert G. Sparrow *Ensign U.S.N.*

J. F. Hubbard

Lambert.

Navigator.

LOG of the UNITED STATES

Training Ship *Essex*

Third

Rate,

Moved to Rock Island Yard Norfolk Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			Forma of, by symbols.	Moving form.	Amount, estimated.	
A. M.																			
1				<i>Moved to Rock Island Yard</i>	<i>South</i>	3			30.34	65	57	55			<i>bc</i>	<i>bc</i>		1	
2				"	"	3			30.34	65	56	55			"	"		1	
3				"	"	3			30.33	64	56	55			<i>bc</i>	<i>bc</i>		0	
4				"	"	3			30.33	64	56	55			"	"		0	
5				"	<i>S. S. W.</i>	2			30.33	63	54	54			<i>bc</i>	<i>bc</i>		2	
6				"	"	3			30.35	63	56	55			"	"		1	
7				"	"	3			30.36	63	52	60			"	"		2	
8				"	"	2			30.38	65	66	66			"	"		2	
9				"	"	2			30.40	68	70	66			<i>bc</i>	<i>bc</i>		0	
10				"	"	2			30.41	71	74	69			"	"		0	
11				"	"	2			30.42	72	75	71			"	"		0	
Noon.				"	"	2													

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

Position at noon: { Latitude by observation
Longitude by observation

0 1 "

Latitude by D. R.
Longitude by D. R.

0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1900 "

Coal consumed during the preceding 24 hours,

tons, 380 lbs.

Coal remaining on hand at noon,

127 " 1530 "

P. M.																			
1				<i>Moved to Rock Island Yard</i>	<i>S. S. W.</i>	2			30.38	75	80	75			<i>bc</i>	<i>bc</i>		1	
2				"	"	3			30.37	77	83	78			"	"		1	
3				"	"	3			30.37	77	84	70			"	"		2	
4				"	<i>S. S. W.</i>	2-3			30.36	78	86	82			"	"		3	
5				"	<i>S. S. E.</i>	2-3			30.36	79	85	82			"	"		3	
6				"	<i>S. E.</i>	3			30.37	77	83	80			"	"		3	
7				"	"	3			30.37	75	74	72			"	"		2	
8				"	"	3			30.39	75	71	69			"	"		2	
9				"	"	2			30.40	75	68	67			"	"		2	
10				"	"	1			30.40	74	67	66			<i>bc</i>	"		3	
11				"	"	1			30.42	73	66	66			<i>bc</i>	"		3	
Mid.				"	"	1			30.42	72	65	65			"	"		2	

under the command of

Commander L. C. Wickes
Friday May 30

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 AM:-

Nearly clear to clear. Gentle breeze from S.W. by S. at 10 AM. Clear. 4 PM.

4 to 5 AM:-

Clear cool and pleasant. Light to gentle breeze from S.W. Inspected magazines. Temperatures 74°, 74°, 76°; no foul air. Received in Day Department 53 lbs bread, 56 lbs meat and vegetables. At 8:00 full dressed ship, the day being Decoration Day.
Herbert G. Sparrow

8 AM to Noon:-

Began with light breeze from S.W. and clear fine weather. At 9:00 mustered the hands. The Franklin fired 10 rounds at 10:00.
Lieut. N. Hayward Lieut. U.S.N.

Noon to 4 PM:-

Began with light breeze from S.W. and fine clear weather. The wind increased to gentle breeze and backed to S.W. Lieut. N. Hayward Lieut. U.S.N.

4 to 5 PM:-

Began with gentle breeze from S.W. and fine clear weather. The wind backed to S.W. Made the afternoon inspection of magazines and found the air fresh and the temperatures normal.
Lieut. N. Hayward Lieut. U.S.N.

5 PM to Night:-

Began with gentle breeze from S.W. and fine clear weather. During second hour lightning. Early in watch wind began to fall and at end rose down to light breeze. The barometer is very high.
Lieut. N. Hayward Lieut. U.S.N.

Examined and found to be correct.

J. H. Hubbard Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship *Essex*

Shut Rate,

Moored to Dock Navy Yard, Norfolk Va.

Hour.	Knots.	Tenth.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			Form of clouds by symbols.	Amount, estimated.		
A. M.																				
1				<i>Moored to Dock at 20th</i>	<i>S. E.</i>		1			<i>30.27</i>		<i>65</i>	<i>64</i>			<i>b. c.</i>	<i>c. m.</i>			5
2				"	"		1			<i>30.21</i>		<i>71</i>	<i>65</i>	<i>64</i>		"	"			5
3				"	<i>Calne</i>		0			<i>30.21</i>		<i>70</i>	<i>66</i>	<i>64</i>		<i>b. c.</i>	"			3
4				"	"		0			<i>30.21</i>		<i>70</i>	<i>64</i>	<i>64</i>		"	"			2
5				"	"		0			<i>30.42</i>		<i>69</i>	<i>63</i>	<i>63</i>		"	<i>c. s.</i>	<i>c. m.</i>		4
6				"	"		0			<i>30.44</i>		<i>70</i>	<i>64</i>	<i>63</i>		"	"			4
7				"	"		0			<i>30.45</i>		<i>70</i>	<i>65</i>	<i>67</i>		<i>b. c.</i>	<i>a. b.</i>			8
8				"	<i>S. E.</i>		1			<i>30.46</i>		<i>71</i>	<i>70</i>	<i>68</i>		"	<i>b. c.</i>			8
9				"	"		2			<i>30.50</i>		<i>73</i>	<i>78</i>	<i>73</i>		"	"			9
10				"	"		2			<i>30.51</i>		<i>73</i>	<i>78</i>	<i>73</i>		"	"			9
11				"	<i>Calne</i>		0			<i>30.52</i>		<i>73</i>	<i>79</i>	<i>75</i>		"	<i>a. b.</i>			9
Noon.				"	<i>S. E.</i>		1			<i>30.51</i>		<i>74</i>	<i>79</i>	<i>75</i>		<i>a. b.</i>	"			10

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

Position at noon: { Latitude by observation
Longitude by observation

0 1 "

Latitude by D. R.
Longitude by D. R.

0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1700 "

Coal consumed during the preceding 24 hours,

tons, lbs.

Coal remaining on hand at noon,

" "

P. M.																				
1				<i>Moored to Dock at 20th</i>	<i>S. E.</i>		1			<i>30.51</i>	<i>76</i>	<i>81</i>	<i>76</i>			<i>b. c.</i>	<i>a. s.</i>			9
2				"	<i>S. E.</i>		1			<i>30.51</i>	<i>77</i>	<i>81</i>	<i>76</i>			"	"			9
3				"	"		1			<i>30.51</i>	<i>77</i>	<i>82</i>	<i>77</i>			"	<i>c. s.</i>			7
4				"	<i>S. E.</i>		1			<i>30.51</i>	<i>77</i>	<i>80</i>	<i>79</i>			"	"			7
5				"	"		1			<i>30.51</i>	<i>77</i>	<i>76</i>	<i>72</i>			"	"			7
6				"	"		1			<i>30.50</i>	<i>77</i>	<i>74</i>	<i>71</i>			"	"			8
7				"	"		2			<i>30.50</i>	<i>75</i>	<i>72</i>	<i>70</i>			"	"			7
8				"	"		1			<i>30.50</i>	<i>75</i>	<i>71</i>	<i>69</i>			"	"			6
9				"	"		2			<i>30.53</i>	<i>75</i>	<i>69</i>	<i>68</i>			"	"			4
10				"	"		2			<i>30.52</i>	<i>76</i>	<i>69</i>	<i>68</i>			"	<i>a. s.</i>			5
11				"	"		1			<i>30.53</i>	<i>73</i>	<i>68</i>	<i>67</i>			"	"			4
Mid.				"	"		1			<i>30.53</i>	<i>73</i>	<i>67</i>	<i>66</i>			"	"			3

under the command of

Commander L.C. Hubner.
Saturday May 8/02

, U. S. Navy,
190 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until same

Begins with light air from S.E. and fine weather. The moon rose at 12:50.
Calms at the last.

Wm. A. Hayward Lieut. U.S.N.

At 8 AM:

Begins with calms and fine weather. Plunkett Miss Attendant returned from base. Made the morning inspection of magazines and found the air fresh and the temperatures normal.

Wm. A. Hayward Lieut. U.S.N.

8 AM to Noon:

Cloudy and warm. Calm to light S.W. breeze. At 9:30 mustered at quarters no absentees. Endeavour Navy Yard workmen engaged, saw board in steam engineering, 5 machinists, 2 96-pounders, 2 lighters in construction and repair, carpenter. Received in Department of Land 12 P.D. caps blue, 12 P.D. caps white, 12 cans & caps blue, 12 cans & caps white, 25 blue rating badges, 40 white rating badges, 50 P.D. white. Received in Ordnance Dept from N.S.V. Navy Yard 40 cartridges 10 P.D. shot, 100 cartridges 10 P.D. shot, 1000 cartridges 10 P.D. shot, 100 cartridges 10 P.D. shot, 100 cartridges 10 P.D. shot. Received for ship's use for month of May from Navy Yard 1370 25-gallon fresh water. Am engaged in steaming for hold. Asst. Surg. Wm. Freeman and Surgeon 7th Regt. left the ship as members of a board of request held on board. W. S. P. De Haven.

Wm. A. Hayward Lieut. U.S.N.

10 AM to 12 PM:

Generally cloudy and warm. Light S.W. breeze. Sent liberty party ashore at 11:00.

Wm. A. Hayward Lieut. U.S.N.

At 1 PM:

Cloudy pleasant weather. Light S.W. breeze. Mustered at quarters at 1:00 no absentees. Inspected magazines and found normal temperatures and air fresh.

Wm. A. Hayward Lieut. U.S.N.

8 PM to Midnight:

Clearing, pleasant weather. Gentle S.E. breeze and breeze.

Wm. A. Hayward Lieut. U.S.N.

Approved
L.C. Hubner
Commander U.S.N.
Commanding

Examined and found to be correct.

J. H. Hubbard Lieut. U.S.N.

Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Moored to Dock Navy Yard, Norfolk Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Form of clouds, by symbols.		Amount, eighths.	Moving form.		
A. M.																			
1			Abund. S.W. Wind	at 26° N.	Calms	0			30.52	73	65	65		b. c. l.	b. s.		3		
2			"	"	"	0			30.53	71	64	64		b. c.	b. c. m.		3		
3			"	"	"	0			30.54	71	64	64		"	"		3		
4			"	"	"	0			30.54	71	64	64		"	"		3		
5			"	"	"	0			30.53	71	64	64		b. c. m.	b. s.		7		
6			"	"	"	0			30.54	69	65	65		"	"		7		
7			"	"	"	0			30.54	70	65	64		b. c.	b. s.		7		
8			"	"	E. S. E.	2			30.57	71	73	71		"	b. c. m.		6		
9			"	"	"	2			30.58	72	71	74		"	b. c. m.		6		
10			"	"	"	2-3			30.57	74	80	78		"	"		6		
11			"	"	"	2-3			30.57	74	80	78		"	"		6		
Noon.			"	"	"	3			30.57	75	79	78		"	"		6		

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.0 1 "
0 1 "
0 1 "
0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by0 1 "
0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1500 "

Coal consumed during the preceding 24 hours,

tons, lbs.

Coal remaining on hand at noon,

" "

P. M.																			
1			Abund. S.W. Wind	at 26° N.	E. S. E.	3			30.57	76	78	76		b. c.	b. s.		4		
2			"	"	"	3			30.59	76	79	75		"	"		4		
3			"	"	E. S. E.	3			30.56	77	81	77		"	"		2		
4			"	"	"	3			30.55	77	81	77		"	b. c.		2		
5			"	"	"	3			30.53	77	80	77		"	"		1		
6			"	"	"	3			30.53	76	78	74		"	"		1		
7			"	"	"	2			30.53	75	78	71		"	"		1		
8			"	"	"	2			30.53	75	70	69		"	"		1		
9			"	"	"	2			30.51	74	69	67		b. c.	Abund.		0		
10			"	"	"	2			30.50	70	67	66		"	"		0		
11			"	"	"	1			30.50	72	66	65		"	"		0		
Mid.			"	"	"	1			30.50	71	65	65		b. c.	"		0		

under the command of

Commander L. C. Nelson,
Sunday June 1

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 AM:-
Clear and calm

W. H. Hough
Lieut. USN.

4.45 to 8 AM:-

Weather clear and pleasant. Calm to light E.S.E. breeze. Inspected magazine and shell rooms. Temperatures normal and no foul air.

H. Hough.
Lieut. USN.

8 AM to Meridian:-

Fair and warm. Light air to gentle breeze from E.S.E. Barometer steady. Mustered crew at quarters at 9 AM all accounted for and published Department's En Orders No. 52-17-51. Sent liberty party ashore.

J. E. Binger, Ensign USN.

Meridian to 4 PM:-

Fair and pleasant, gentle easterly breeze. Barometer fell.

J. E. Binger, Ensign USN.

4.45 PM:-

Fair and pleasant. Light to gentle breeze from S.E. Barometer steady. Haggis inspected, temperature off 74.72, food communication 74.72, vessel air 74.78, 15 ft. foul air.

J. E. Binger, Ensign USN.

4 PM to Midnight:-

Clear, foggy weather, light air to light breeze from S.E. Barometer steady.

J. E. Binger, Ensign USN.

Examined and found to be correct.

J. F. Hubbard Lt. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Ordered to Coast of Chesapeake Bay and Norfolk Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of clouds, by symbols.	Motion of surface.	Amount, estimated.	
A. M.																		
1				North by East 1/2 N	Calm	0			30.49	71	64	64		b. c.	bc		0	
2				"	East	1			30.48	70	63	63		"	"		0	
3				"	"	1			30.47	70	63	63		"	"		0	
4				"	Calm	0			30.47	70	62	62		"	"		0	
5				"	"	0			30.47	69	62	62		b. c.	bc		2	
6				"	"	0			30.46	69	65	64		b. c.	"		2	
7				"	"	0			30.46	70	67	65		"	"		2	
8				"	S. S. E.	2			30.46	71	72	70		"	"		1	
9				by wind and full sail and	S. S. E.	2			30.46	73	74	71		b. c.	bc		2	
10				at 11.00	"	2			30.46	75	77	73		"	"		2	
11				"	"	2			30.45	76	80	74		"	"		2	
Noon.				"	"	2			30.44	77	81	74		"	"		2	

Position at 8 A. M. { Latitude by
Longitude by{ Latitude by observation
Longitude by observation

Position at noon:

{ Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1400

"

Coal consumed during the preceding 24 hours,

tons,

lbs.

Coal remaining on hand at noon,

"

"

P. M.																		
1				North by East 1/2 E	N. S. N.	2			30.39	76	83	76		b. c.	bc		3	
2				"	S. N.	2-3			30.37	79	85	79		"	"		3	
3				"	"	2-3			30.34	81	89	79		"	"		3	
4				"	"	3			30.33	83	89	79		"	"		3	
5				"	"	3			30.32	83	88	79		"	"		3	
6				"	"	3			30.32	82	86	78		"	"		3	
7				"	S. S. N.	3			30.32	81	81	76		"	"		3	
8				"	"	3			30.32	80	76	72		"	"		3	
9				"	"	2			30.32	80	72	69		"	"		3	
10				"	"	3			30.32	79	71	68		"	"		3	
11				"	"	3			30.32	77	70	67		"	"		3	
Mid.				"	"	3			30.32	77	69	67		b. c.	"		3	

under the command of

Commander L. A. Hechler
Monday June 2

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 PM:-

Clear heavy dew. Calm to light air from East. Barometer fell
32.80 in. Hg., 0.01 in. Hg.

4 to 5 PM:-

Clear and pleasant. Calm. Barometer steady. Received in Bay Department
10 lbs bread, 10 1/2 lbs meat, 10 1/2 lbs vegetables. Magazines inspected, temperature
aft, 73-71. fired ammunition 7-72 small arm, 73-72. No foul air.
32.80 in. Hg., 0.01 in. Hg.

8 AM to Noon:-

Nearly clear and warm. Light breeze from S.W. At 8.00 began unmooring and at
9.10 left the wharf in tow of Yard tug Hercules and moved again alongside coal
wharf. The following men were absent over liberty: Norman L. (S.C.R.) Connor, J.
Shelton, McConachy (S.C.R.), Devin S.L. (Mach. C.) Page C.K. (Engr. C.). At about 10.00 Mulholland J.
(S.C.R.) and Tracy J. (S.C.R.) were found to be absent from the ship without permission.
Yard workmen on board: Department Steam Engineering, 6 machinists, 2 apprentices
(helpers, construction & repair), 1 caulker. Received in Ordnance Department 7 brass
sponges 4", 4 sheepskin sponges 4", 1 firing lamp 4", 7 sectional handles 4", 1 elevating
shaft 4", 3 spring catches for 4 rammer handles. Received in Equipment (Shoe) Depart
ment 75 brass trip signal stars and 75 red ditto.
Herbert G. Sparrow Ensign U.S.N.

Midnoon to 4 PM:-

Nearly clear very warm. Light to gentle breeze from N.W. & S.W. Mulholland J. (S.C.R.) and
Tracy J. (S.C.R.) returned to the ship about 12.00. They were under the influence of liquor
and were confined on the berth deck. Mulholland in single words, Traver in double
words by order of the Commanding Officer for safe keeping. Later Traver being abusive
and disorderly was taken out of words and confined in the brig. At 2.30 the tug
Hercules came alongside, unmoored and was towed back to old berth at northern
end of yard where moored at 8.00. Received in Department Steam Engineering 24
bolts and nuts 7/8" x 2 1/2" 24 bolts and nuts 1" x 2", 6 blank books.
Herbert G. Sparrow Ensign U.S.N.

4 to 5 PM:-

Nearly clear and pleasant. Gentle breeze from S.W. & S.E. At 4.00 mustered crew
at quarters, same absentees as in forenoon. Inspected magazines, temperature 74" x 70" 7/16"
no foul air.
Herbert G. Sparrow
Ensign U.S.N.

5 PM to Midnight

Nearly clear and pleasant. Lightening last hour. Light to gentle breeze from
S.W. Herbert G. Sparrow
Ensign U.S.N.

Examined and found to be correct.

Mulholland Lieut. U.S.N. r. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Moored to Dock May Yard Norfolk Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			Form of, by symbols.	Moving form.	Amount, estimated.	
A. M.																			
1				N 17° W	S. S. W.	3			30 29	75	69	67			bc	ci S			2
2				"	"	3			30 27	74	68	67			b	bc			0
3				"	"	3			30 26	74	67	66			"	bc			0
4				"	"	3			30 26	73	67	66			bc	ci S			1
5				"	"	3			30 25	73	67	66			"	"			2
6				"	"	3			30 26	73	70	69			"	ci S			2
7				"	"	3			30 25	73	76	73			"	"			2
8				"	"	3			30 25	73	76	73			"	"			2
9				"	"	3			30 22	77	81	76			b	bc			0
10				"	"	3			30 21	78	83	78			bc	ci			1
11				"	"	3			30 21	80	86	80			"	"			1
Noon.				"	N. S. W.	3			30 21	82	87	82			"	bc			3

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.0 1 "
0 1 "
0 1 "
0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by0 1 "
0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

10-0 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

13 0-0 "

Coal consumed during the preceding 24 hours,

tons, 3 00 lbs.

Coal remaining on hand at noon,

127 " 3 30 "

P. M.																			
1				N 17° W	N. S. W.	3			30 19	85	90	82			bc	bc			3
2				"	"	3			30 18	86	91	84			"	"			4
3				"	"	3			30 18	86	93	80			"	"			4
4				"	"	3			30 16	77	90	83			"	"			5
5				"	"	3			30 12	87	92	86			"	ci			3
6				"	"	3			30 11	86	91	84			"	"			3
7				"	"	3			30 10	85	88	83			"	"			3
8				"	"	2			30 10	86	86	80			"	"			2
9				"	"	2			30 11	84	80	78			b	bc			2
10				"	"	2			30 11	84	80	77			bc	ci S			2
11				"	"	2			30 11	82	78	76			"	"			2
Mid.				"	"	3			30 11	80	76	74			"	"			2

under the command of

Commander L. C. Heclier.
Tuesday June 9

, U. S. Navy,
1901.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 AM:

Nearly clear to clear. Lightning first heavy squalls breeze from S.E.W.
Nabot & Sparrow Ensign U.S.N.

4 to 8 AM:

Nearly clear pleasant gentle breeze from S.E.W. and S.W.
Received in Day Department 77 lbs bread 106 1/2 lbs meat and vegetables, Inspected
magazines temperatures 73° 74° 76° No foul air
Nabot & Sparrow Ensign U.S.N.

8 AM to Meridian:

Begins with clear warm weather and gentle breeze from S.W. Putting off the running
gear and rigging the boat stands ready for hoisting the boats. At 7 AM mustered the hands
Abent overboard: C.H. Page, Gorman's class; L.H. Brown, Ships Cook's class; J.M. McCormack, Lands-
man; J. Comer, Shipwright, and S. Davis, Machinist's class. The Captain awarded cheer
furnishments to J. Graver, Landsman, for leaving the ship without permission and re-
turning drunk and disorderly, 3 days solitary confinement on bread and water; and to J.
Methall, Ships Cook's class, for leaving the ship without permission and returning drunk,
3 days solitary confinement on bread and water, and Graver was placed in confinement
as required. The wind veered to W.S.W. Begins in evening light out of range of officers range.
Serge N. Haywood Lieut U.S.N.

Meridian to 4 PM:

Begins with clear very warm weather and gentle breeze from W.S.W. Continuing the work
of the morning. Transferred to the General Inspection. The wind veered to very warm
weather.
Serge N. Haywood Lieut U.S.N.

4 to 8 PM:

Begins with clear very warm weather and gentle breeze from W.S.W. Continuing the work
of the day. J. Comer, Shipwright, returned 3 hours earlier. Made the afternoon inspection
of magazines and shell rooms and found all air fresh and the temperatures normal.
At 6 PM mustered the hands, Abent overboard: C.H. Page, Gorman's class; L.H. Brown, Ships Cook's class;
J. McCormack, Landsman; and S. Davis, Shipwright. The wind veered to light breeze.
Serge N. Haywood Lieut U.S.N.

8 PM to Midnight:

Begins with fair warm and sultry weather with light breeze from W.S.W. The wind
increased to gentle breeze. Received in board 106 1/2 lbs bread, 106 1/2 lbs meat, 106 1/2 lbs vegetables.
Serge N. Haywood Lieut U.S.N.

Examined and found to be correct.

J. H. Abboard Lieut U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex
Moved to Dock Navy Yard Norfolk Va

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			the State of Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form of clouds, by symbols.		Amount, by symbols.	Amount, in tenths.		
A. M.																		
1				<i>A 17° N</i>	<i>N. S. N.</i>	<i>2</i>		<i>30 10</i>	<i>80</i>	<i>72</i>	<i>71</i>		<i>b.c.</i>	<i>c. 8</i>			<i>2</i>	
2				"	"	<i>2</i>		<i>30 08</i>	<i>80</i>	<i>73</i>	<i>71</i>		"	"			<i>2</i>	
3				"	"	<i>2</i>		<i>30 06</i>	<i>79</i>	<i>72</i>	<i>71</i>		"	"			<i>2</i>	
4				"	"	<i>2</i>		<i>30 05</i>	<i>79</i>	<i>72</i>	<i>70</i>		"	"			<i>3</i>	
5				"	"	<i>2</i>		<i>30 05</i>	<i>77</i>	<i>72</i>	<i>70</i>		"	"			<i>2</i>	
6				"	<i>S. N.</i>	<i>2</i>		<i>30 06</i>	<i>77</i>	<i>73</i>	<i>71</i>		"	<i>c. 5</i>			<i>2</i>	
7				"	"	<i>2</i>		<i>30 07</i>	<i>78</i>	<i>75</i>	<i>72</i>		"	<i>c. 5</i>			<i>2</i>	
8				"	<i>S. N.</i>	<i>3</i>		<i>30 08</i>	<i>78</i>	<i>77</i>	<i>73</i>		"	"			<i>2</i>	
9				"	"	<i>3</i>		<i>30 10</i>	<i>79</i>	<i>82</i>	<i>78</i>		"	<i>c. 5</i>			<i>1</i>	
10				"	<i>A. S. N.</i>	<i>2</i>		<i>30 11</i>	<i>80</i>	<i>84</i>	<i>79</i>		"	"			<i>1</i>	
11				"	"	<i>2</i>		<i>30 12</i>	<i>82</i>	<i>88</i>	<i>80</i>		"	<i>c. 5</i>			<i>3</i>	
Noon.				"	<i>A. S. N. beach</i>	<i>2-3</i>		<i>30 12</i>	<i>82</i>	<i>88</i>	<i>80</i>		"	"			<i>3</i>	

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

10-0 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1200 "

Coal consumed during the preceding 24 hours,

tons, 300 lbs.

Coal remaining on hand at noon,

127 " 30 "

P. M.																		
1	<i>Moved to Dock</i>		<i>A 17° N</i>	<i>A. S. N.</i>	<i>3</i>			<i>30 09</i>	<i>82</i>	<i>88</i>	<i>80</i>		<i>b.c.</i>	<i>c. 5</i>			<i>3</i>	
2	"		"	"	<i>3</i>			<i>30 07</i>	<i>83</i>	<i>86</i>	<i>80</i>		"	"			<i>3</i>	
3	"		"	"	<i>3</i>			<i>30 08</i>	<i>84</i>	<i>87</i>	<i>81</i>		"	"			<i>3</i>	
4	"		"	"	<i>3</i>			<i>30 08</i>	<i>85</i>	<i>87</i>	<i>81</i>		"	"			<i>2</i>	
5	"		"	"	<i>3</i>			<i>30 08</i>	<i>85</i>	<i>87</i>	<i>81</i>		"	"			<i>2</i>	
6	"		"	"	<i>3</i>			<i>30 08</i>	<i>85</i>	<i>87</i>	<i>81</i>		"	<i>c. 5</i>			<i>3</i>	
7	"		"	"	<i>3</i>			<i>30 07</i>	<i>87</i>	<i>88</i>	<i>80</i>		"	"			<i>3</i>	
8	"		"	"	<i>2</i>			<i>30 09</i>	<i>85</i>	<i>82</i>	<i>78</i>		"	"			<i>3</i>	
9	"		"	"	<i>2</i>			<i>30 10</i>	<i>83</i>	<i>80</i>	<i>77</i>		"	"			<i>2</i>	
10	"		"	<i>N. S. N.</i>	<i>2</i>			<i>30 11</i>	<i>83</i>	<i>78</i>	<i>75</i>		"	"			<i>2</i>	
11	"		"	<i>A. N.</i>	<i>2-3</i>			<i>30 13</i>	<i>82</i>	<i>77</i>	<i>75</i>		<i>b.c.</i>	"			<i>2</i>	
Mid.	"		"	<i>A. S. N.</i>	<i>2</i>			<i>30 13</i>	<i>82</i>	<i>77</i>	<i>75</i>		<i>b.c.</i>	"			<i>1</i>	

under the command of

Commander L. C. Palmer
Wednesday June 4

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 PM:-

Began with fair and warm weather and light breeze from N.W.

Georg. N. Hayward Lieut. U.S.N.

At 5 AM:-

Began with fair warm weather and light breeze from N.W. The wind backed to S.W. Made the morning inspection of magazines and found the same fresh and the temperature normal.

Georg. N. Hayward Lieut. U.S.N.

8 AM to Meridian:-

Clear and warm. Light to gentle breeze from N.W. to S. At 7:30 mustered at quarters about one hundred. S. M. Page, Yeoman 3^d Cl., Librarian 3^d Cl., J. M. Carmichael, Lieut. and S. R. Smith, Mach. 3^d Cl. Received from boat house and hoisted ship's boats. Also Caulfield 2^d Cl. reported. W. H. Kierulff on board for duty.

W. H. Kierulff Lieut. U.S.N.

Meridian to 4 PM:-

Clear and warm. Breeze S. by W. breeze. At 1:30 started fire under boiler B. Received from Navy Yard 1 quarter deck awning, 1 main deck awning and 1 poop awning. S. wind sails, 8 boat covers and 1 bridge awning.

W. H. Kierulff Lieut. U.S.N.

4:30 PM:-

Clear and warm. Breeze S. by W. breeze. At 4:30 mustered at quarters absentees as in forenoon watch. Inspected magazines and storerooms; found temperatures normal and no fresh. At 5:30 steam formed in boiler B.

W. H. Kierulff Lieut. U.S.N.

8 PM to Meridian:-

Clear and pleasant. Light to gentle breeze from S.W. and W. At 8:15 began distilling into forward tanks.

W. H. Kierulff Lieut. U.S.N.

Additional 8 PM to Meridian:-

A reward of \$10.00 each was offered the Chief of Police of Norfolk & Portsmouth for the apprehension and delivery on board of S. R. Smith, Mach. 3^d Cl. and S. R. Smith, Mach. 3^d Cl. on or before the 8th inst. A reward of \$10.00 was also offered the Chief of Police of Alexandria Va. for the apprehension and delivery on board of C. W. Page, 2^d Cl. on or before the 8th inst.

W. H. Kierulff Lieut. U.S.N.

Examined and found to be correct.

J. H. Anderson Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Moved to Dock May 2nd 1874

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			the State of Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Form of clouds, by symbols.		Amount of rain.	Direction of surface current.		
A. M.																				
1	<i>London</i>	<i>Red</i>		<i>at 7th</i>	<i>South</i>		2			30.14	80	75	72		<i>b</i>	<i>sm</i>			0	
2	"	"		"	"		2			30.14	79	75	72		"	"			0	
3	"	"		"	"		2			30.15	79	75	72		<i>bc</i>	<i>bc</i>			1	
4	"	"		"	<i>Calcu</i>		0			30.15	78	75	72		"	"			1	
5	"	"		"	"		0			30.17	75	77	73		"	"			1	
6	"	"		"	"		0			30.18	75	77	72		"	"			1	
7	"	"		"	<i>E. S. E.</i>		1			30.21	77	76	71		"	"			1	
8	"	"		"	"		2			30.23	77	75	71		"	"			1	
9	"	"		"	<i>East</i>		1			30.23	77	77	72		<i>b</i>	<i>sm</i>			0	
10	"	"		"	<i>E. S. E.</i>		1			30.23	78	79	74		"	"			0	
11	"	"		"	"		1			30.24	78	79	75		<i>bc</i>	<i>bc</i>			1	
Noon.	"	"		"	"		2			30.25	78	79	74		"	<i>bc</i>	<i>bc</i>		4	

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.0 1 "
0 1 "
0 1 "
0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by0 1 "
0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water Distilled during the preceding 24 hours,

1000 "

Water remaining on hand fit for use at noon,

2100 "

Coal consumed during the preceding 24 hours,

1 tons, 1685 lbs.

Coal remaining on hand at noon,

135 " 785 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.		State of the Weather, by symbols.	CLOUDS.	State of the Sea.
1	1			at 17 th	E. S. E.	3			30.24	76	78	70			bc	bc	6
2	2			"	"	3			30.24	76	76	72			"	"	6
3	3			"	"	3			30.24	75	75	71			"	"	4
4	4			"	"	3			30.24	75	75	71			"	"	4
5	5			"	"	3			30.25	75	75	70			"	bc	6
6	6			"	"	3			30.27	76	71	68			"	"	7
7	7			"	"	3			30.28	75	69	67			"	"	8
8	8			"	"	3			30.28	75	68	66			"	"	8
9	9			"	"	3			30.28	72	66	64			"	"	5
10	10			"	East	2			30.30	72	66	63			"	"	3
11	11			"	"	1			30.32	72	66	62			bc	"	3
Mid.				"	"	1			30.32	72	66	62			bc	"	3

under the command of

Commander L. C. Heilner
Thursday June 5

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended 8 AM:

Clear and pleasant. Calm to lightly breeze
W. Wherry Lieut. USN.

8 to 8 AM:

Clear and calm. Received in Department of S. H. 65 the fresh bread, 1064 the fresh meat and 1066 the fresh vegetables. Inspected storerooms and magazines, found temperatures normal and air fresh.

W. Wherry Lieut. USN.

8 AM to Noon:

Fair to clear and pleasant. Light air to light breeze from E. to S. barometer rose. One yard machinist at work on board. Received one board & chart paints, 2 ring stoppers, 1 1/2 boxes sky light covers, 1 egg whale-bod cushion cover, 2 steam launch cushion covers, 1 main mast cover, 1 main yard cover, 1 main bows cover, 1 main deck cover, 1 flying jib, 1 fore top sail, 1 fore top gallant sail, 1 fore royal, 1 main top sail, 1 main top gallant sail, 1 main royal, 1 main top sail and 2 hatch hoods. At 10:00 let go starboard anchor and hove it up to try the capstan engine found it in good working order oiled and fished the anchor. At 11:00 towed "Bertha's" freight, a coal lighter, alongside. At 11:30 started fire in boiler "B" and at 12:00 in boiler "C" steaming in boiler "B". Stopped distilling at 12:30 to work on the circulating pump. Following changes in rating made: Bombardier B. C. St. Clair, Lieut. from May 28, 1902.

J. E. Briggs, Ensign USN.

Noon to 4 PM:

Fair and pleasant. Breeze from E. to S. barometer steady. Bent and set the fore and main top sails to examine their fit then fished them. Received in Engineer Department by open purchase from the Manhattan Supply Company, New York, 1 sack, 5 bags tools. At 3:00 commenced coaling ship.

J. E. Briggs, Ensign USN.

4 PM to 8 PM:

Fair to cloudy and pleasant. Breeze from E. to S. barometer rose. Moved fire to die out in boiler "B" and "C". Stopped coaling at 4:30 pm. Having taken out during the day 17 1/2 tons. Magazines inspected, temperatures all 70-75, filled ammunition, 75-75, small arms & 1/2 pt. 45 calibre. Commenced distilling with boiler "C" at 7:30. Sent thirty parties ashore.

J. E. Briggs, Ensign USN.

8 PM to Midnight:

Fair and cool. Light air to light breeze from East. Barometer rose. Using boiler "B" for distilling purposes.

J. E. Briggs, Ensign USN.

Examined and found to be correct.

J. H. M. M. M.

L. C. Heilner, Navigator.

LOG of the UNITED STATES

Training Ship Essex

Ship

Rate,

Ordered to Black Navy Yard Norfolk Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 4 ft.	Air at 5 ft.	Wind at Surface.	Water at Surface.		Formed by symbols.	Moving clouds.	Amount of rain.	
A. M.																			
1	House & Bank			S 17° W	S 45° E		1			30.33	71	63	62		1	sm.		0	
2	"	"	"	"	N 45° E		2			30.32	70	63	62		"	"		0	
3	"	"	"	"	"		2			30.32	70	63	62		"	"		0	
4	"	"	"	"	"		2			30.33	69	62	61		bc.	bc.		1	
5	"	"	"	"	S 55° E		1			30.34	69	63	62		"	bc.		2	
6	"	"	"	"	"		1			30.35	68	64	63		"	"		2	
7	"	"	"	"	"		2			30.35	69	66	65		"	"		2	
8	"	"	"	"	"		3			30.35	69	66	65		"	"		2	
9	"	"	"	"	S 55° E		3			30.36	70	70	66		"	bc.		2	
10	"	"	"	"	"		3			30.37	71	72	68		"	"		2	
11	"	"	"	"	"		3			30.37	72	75	71		"	"		2	
Noon.	"	"	"	"	"		3			30.37	72	76	71		"	"		2	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

100 gallons.

Water remaining on hand fit for use at noon,

900 "

Coal consumed during the preceding 24 hours,

2900 "

Coal remaining on hand at noon,

1 tons, 1050 lbs.

158 " 1975 "

P. M.																			
1	House & Bank			S 17° W	S 45° E		3			30.07	72	76	71		bc.	bc.		2	
2	"	"	"	"	"		3			30.05	75	78	72		"	bc.		2	
3	"	"	"	"	"		3			30.51	76	79	74		"	"		2	
4	"	"	"	"	"		3			30.00	76	79	75		"	"		2	
5	"	"	"	"	"		3			30.29	76	79	75		"	bc.		2	
6	"	"	"	"	"		3-4			30.27	75	76	75		"	"		2	
7	"	"	"	"	"		3			30.27	75	74	73		"	"		2	
8	"	"	"	"	"		3			30.26	75	74	73		"	"		2	
9	"	"	"	"	S 55° E		3-4			30.27	75	72	70		bc.	"		2	
10	"	"	"	"	South		3-4			30.28	75	71	69		"	"		2	
11	"	"	"	"	"		3			30.27	74	69	68		bc.	"		2	
Mid.	"	"	"	"	"		3			30.27	73	69	68		"	"		2	

under the command of

Commander L. C. Keiser

, U. S. Navy,

, 1902.

Friday June 6

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 PM.

Clear and cool. Light breeze from N by S. Barometer steady. Heavy boiler "B" for distilling purposes.

Z. B. Briggs, Ensign U.S.N.

4 to 8 AM.

Fair and pleasant. Light air to light breeze from S.E. Barometer rose. Turned to at 5:30 and coaled ship, taking on during the watch 59 tons; total 102 tons. Magazines inspected. Temperatures of 70.72, feed ammunition 70.73, small arm 70.70. No foul air. Received in Dry Department 60 lbs bread, 106 1/2 lbs meat, 106 1/2 lbs vegetables.

Z. B. Briggs, Ensign U.S.N.

8 AM to Meridian.

Fairly clear and very warm. Gentle breeze from S.E. Cleared ship's machinist from the yard working on board in Department Steam Engineering. Pines hauled in boiler "B" of McCannitt (P) returned to the ship 100 hours over liberty. And was placed on the deck case for 4 months by order of the Comd'g Officer.

Robert T. Sparrow, Ensign U.S.N.

Meridian to 4 PM.

Nearly clear. Gentle breeze from S.E. Received in Engineering Department 5 gasier gates. Allowed fire to die out in boiler "B".

Robert T. Sparrow, Ensign U.S.N.

4 to 8 PM.

Nearly clear and pleasant. Gentle to moderate breeze from S.E. Inspected magazines. Temperatures 75.77, 76.76; no foul air. At 4:30 mustered at quarters. Brown & Mack & C. Page, C.W. (P) & C. and L. Brown (S.E.C.) absent.

Robert T. Sparrow, Ensign U.S.N.

8 PM to Midnight.

Nearly clear. Slightly fresh two hours. Gentle to moderate breeze from S.E. seeing to touch.

Robert T. Sparrow, Ensign U.S.N.

Examined and found to be correct.

J. H. Hubbard, Lieut. U.S.N.

Navigator.

LOG of the UNITED STATES

Training Ship *Essex*

Head Rate,

Moored to Dock at Navy Yard Norfolk Va

					WIND.				BAROMETER.		TEMPERATURE.			CLOUDS.		Sea		
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.		Ther. at d.	Air Dry Bulb.	Air-Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of clouds or symbols.	Amount, estimated in tenths.	State of Sea.
A. M.																		
1	Moored to Dock at 17th				South	3			30.26	73	68	67			bc	cs		4
2				"	"	3			30.28	73	67	66			"	"		3
3				"	"	3			30.21	73	67	66			"	"		3
4				"	"	3			30.21	73	68	67			"	cs		7
5				"	"	3			30.19	72	67	66			"	"		6
6				"	"	2			30.18	72	69	68			"	cs		4
7				"	"	2			30.17	72	71	70			"	"		2
8				"	SE 1/2 N.	2-4			30.17	73	76	74			bc, fog	cs		3
9				"	"	4-5			30.14	75	77	74			"	bc		9
10				"	"	4-6			30.13	76	77	74			"	"		9
11				"	"	4-6			30.11	77	79	76			"	cs		9
Noon.																		
				"	"	4-6			30.09	78	80	76			"	cs		7

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

Position at noon: { Latitude by observation
Longitude by observation

0 1 "

Latitude by D. R.
Longitude by D. R.

0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2800 "

Coal consumed during the preceding 24 hours,

X tons, 11.00 lbs.

Coal remaining on hand at noon,

58 " 825 "

P. M.																		
1			Moored to Dock at 7 P. M.		N. 1/2 N.		4-5			30.05	80	83	79		bc, fog	bc		5
2			"		S. 1/2 N.		6			30.02	82	86	81		bc	"		3
3			"		"		4-5			30.00	82	87	81		bc, fog	"		3
4			"		"		4-5			29.98	83	88	82		bc	"		2
5			"		"		3-4			29.98	84	87	81		bc, fog	"		2
6			"		"		3			29.96	83	80	80		bc	cs		9
7			"		N. 1/2 N.		3-5			29.96	81	76	74		bc, fog	cs		10
8			"		S. 1/2 N.		3			29.96	77	71	70		bc	cs		10
9			"		"		3-5			29.96	77	70	70		bc, fog	cs		10
10			"		"		3-5			29.96	77	70	70		bc, fog	cs		8
11			"		"		3-5			29.96	77	70	70		bc, fog	cs		8
Mid.			"		S. 1/2 N.		3-5			29.96	76	70	70		bc, fog	cs		3
			"		S. 1/2 N.		3-5			29.96	76	70	70		bc, fog	cs		3

Commander L. C. Hickman.
Saturday June 7

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 AM:

Partly cloudy. Gentle breeze from South
Robert L. Sparrow Ensign U.S.N.

4 to 6 A.M. Partly cloudy, squally last hour. Light to moderate breeze from South to S. & W. Suspected, magpies, temperatures 70° to 75° in full air. Received in Bay Department 20.060 fresh bread, 20.064 lbs meat and vegetables. Owen & (Mach 20) returned from liberty 120 hours overdue.

Robert H. Lucas Esq. U.S.N.

Same to Meridian.

Regius with fair weather with moderate breeze in squalls from S.W. C.H. Page Yeoman & class 12 1/2 hours overhaul was brought on board by a vessel of Alexandria, &c, in answer to a reward which with trading expenses was paid. Page was then placed in charge of the Marine at Anse à la Navet station. The Captain awarded three francscentime to S. Natomahe, Woodroom Cook, for inefficiency and mismanagement and spoiling mess stores; 5 months in South region F.S. Davis, Mechanic & class, for being 12 1/2 hours overhaul, & class for four months. Scraping pitch and general cleaning made the well deck of Regius and flood cocks. It was satisfactory. The squall gun in fustling the gun machine and repairs from yard working in steam Engineering.

George H. Hayman Lieut. U.S.N.

Meridian to 4 P.M.:

Begins with fair warm weather, and moderate breeze in stiff squalls from N.E. N. Clearing up the ship. Received on board in the Pay Department, 106 1/2 pounds of beef and of vegetables, and in Medical Department one box of stores. Received in Equipment Department 3 sets of uniforms for Officers, galley. C. F. Page, Yeoman at class, is released and retained in duty. The Captain appointed Julius Miller, Seaman, an Acting Coopersman, from this day. The wind shifted to N.W.

Sergeant A. Hayward Lieut. U.S.M.

4 to 8 PM:—

Begins with fair warm weather, and moderate breeze in stiff squalls. Made the afternoon inspection of mangroves and found them fresh and the temperature normal. At 4:30 mistral; the land:
L. Stearns ships Cook's class is about overboard. Received six Equiptment Vagrations, 1 Battalioe Tanager
and lost signal lamp. Received from Franklin with papers and effects P. L. Eames, Gekleby, F. D.
Brewer and J. Clark, ordinary seaman. The wind moderated with cold 6:15 when it came in stiff
squalls from N.W. with a heavy rain and thunder. The sun moderated, but continued
George A. Hayward Lieut U.S.N.

8 P.M. to Midnight:-

Overcast and raining with thunder and lightning and gentle breeze in stiff squalls. The rain stopped after first hour and the lightning still raining. ~~Quinn~~ ^{Quinn} had howl the wind backed to S.E. to.

John A. Hayman

Additional Hts & Mi-

Additional No 8 Mi.
J. R. Stanton, Pay Clerk left the ship on a sick leave. ^{for himself} Capt. N. Haynes

Examined and found to be correct.

J. H. Hubbard Lincoln

Navigator.

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

Bound to West India York, Norfolk Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.			the State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 4'.	Air-Dry Bulb.	Air-Wet Bulb.	Water at Surface.		Form of clouds, by symbols.	Moving from.	Amount, direction.	
A. M.																			
1				Head-Block N 17 N.		N. S. N.	3			29.91	76	70	70		bc	cu		3	
2				"		S. N.	2			29.90	76	71	71		"	"		2	
3				"		"	2			29.89	76	70	70		"	ci S		1	
4				"		"	2			29.88	76	70	70		"	ci S		1	
5				"		"	2			29.87	75	70	70		"	ci S		3	
6				"		"	3			29.86	74	71	70		"	ci S		2	
7				"		N. S. N.	3			29.85	73	72	71		"	ci S		8	
8				"		"	3			29.87	74	73	72		"	"		5	
9				"		"	3			29.86	76	76	76		bc	ci		5	
10				"		"	3			29.86	75	77	75		"	"		5	
11				"		"	3			29.86	81	82	77		"	ci S		4	
Noon.				"		West	3			29.86	81	84	78		"	"		2	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

150 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2650 "

Coal consumed during the preceding 24 hours,

tons, 300 lbs.

Coal remaining on hand at noon,

158 " 525 "

P. M.																			
1				Head-Block N 17 N.		N. N.	3.4			29.86	84	87	81		bc	cu		7	
2				"		"	3.4			29.86	84	87	81		"	"		8	
3				"		N. S. N.	3.4			29.86	84	84	80		"	cu S		9	
4				"		"	3.4			29.87	81	85	74		bc	ci S		1	
5				"		"	3.4			29.88	79	76	73		bc	"		8	
6				"		"	3.5			29.91	78	73	70		bc	"		9	
7				"		"	3			29.93	78	73	71		bc	ci S		7	
8				"		"	3			29.95	78	73	70		"	"		7	
9				"		"	3			29.97	78	72	70		"	"		9	
10				"		"	2.3			29.99	76	71	68		bc	ci S		5	
11				"		"	3			30.00	75	70	68		bc	"		6	
Mid.				"		"	3			30.01	75	68	66		bc	bc		0	

under the command of

Commander L. C. Wilson
Sunday June 8

, U. S. Navy,

1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and ends at noon.

Begins with gentle breeze from S.W. which veers to W.N.W. and steady weather. The wind S.W. to W.N.W. and fresh to light breeze

Leop. J. Hay 1540
Lieut. 1540

4.15 P.M.:

Begins with light breeze from S.W. and cloudy weather. The wind grew to gentle breeze and veered to W.N.W. Released S. Natunale, Hardroom cook. Made the morning inspection of magazines and found the air fresh and the temperature normal.

Leop. J. Hay 1540
Lieut. 1540

8.30 to Midnight:

Partly clear and warm. Gentle breeze from W.N.W. veering to West. At 9.30 mustered at quarters, about 200 men. Released S. Natunale, Hardroom cook. By order of Commanding Officer released J. Travis, 1st from confinement and placed J. Mitchell, B.C.C. in three days solitary confinement on bread and water for leaving ship without permission.

W. K. K. 1540
Lieut. 1540

Midnight to 4 P.M.:

Cloudy and squally with heavy showers last hour. Breeze to moderate breeze from S.W. to S.W. by N.

W. K. K. 1540
Lieut. 1540

4 to 8 P.M.:

Cloudy and occasional light showers. Stiff W.N.W. and moderating to light breeze. Made inspection of magazines and storerooms and found temperature normal and air fresh.

W. K. K. 1540
Lieut. 1540

8 P.M. to Midnight:

Clearing and pleasant. Light to gentle breeze from W.N.W. veering to West.

W. K. K. 1540
Lieut. 1540

Examined and found to be correct.

J. H. Hubbard Lieut. and Navigator, 1540

LOG of the UNITED STATES

Training Ship Essex

And Rate,

Moved to Old Navy Yard Norfolk Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.			the State of the Sky.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 6 ft.	Air Wet Bulb.	Air Wet Bulb.	Water at Surface.		Form as seen.	Moving form.	Amount, as seen.	
A. M.																		
1			Monroe's Book	N 17° W	N. by E.	3			30.04	73	69	66		b.	None		0	
2			"	"	"	3			30.05	73	68	65		"	"		0	
3			"	"	N. by E.	2-3			30.08	70	68	65		bcy.	bcy.		2	
4			"	"	"	3-4			30.10	69	66	62		"	b.		3	
5			"	"	"	4			30.13	67	66	65		bc	bc		2	
6			"	"	"	3			30.15	68	67	65		"	"		2	
7			"	"	"	3			30.17	69	66	66		"	bc		3	
8			"	"	"	3			30.19	71	67	66		"	bc		4	
9			"	"	"	3			30.20	69	68	65		"	bc		2	
10			"	"	"	3			30.21	68	68	65		"	"		2	
11			"	"	"	2			30.22	69	68	65		"	"		2	
Noon.			"	"	"	2			30.23	70	69	66		"	"		2	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

miles.

miles.

120 gallons.

"

2500 "

tons, 100 lbs.

108 " 220 "

P. M.																		
1			Monroe's Book	N 17° W	N. by E.	2			30.21	70	69	66		bc	bc		6	
2			"	"	"	2			30.21	70	69	65		"	bc		8	
3			"	"	"	2			30.21	70	70	66		"	bc		8	
4			"	"	"	2			30.21	71	70	67		"	"		6	
5			"	"	N. by E.	2			30.20	71	70	67		"	bc		6	
6			"	"	"	2			30.19	71	70	67		"	"		6	
7			"	"	"	2			30.19	71	69	67		"	"		6	
8			"	"	"	3			30.20	70	67	65		"	"		6	
9			"	"	S. by E.	2			30.23	70	64	62		"	"		2	
10			"	"	"	2			30.23	69	62	61		bc	bc		0	
11			"	"	"	2			30.23	68	61	60		"	"		0	
Mid.			"	"	"	2			30.22	68	60	57		"	"		0	

under the command of *Commander L. B. Welles.*
Monday June 9

, U. S. Navy,
, 1902 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and end of AM:

Clear and pleasant. Breeze to moderate S.W. breeze hauling to S.E. L. Chivian S.C. & C. returned aboard, 161 hours over liberty.
J. V. Wright.
Lieut. U.S.N.

4 to 5 AM:-

Clear and fine. Breeze S.E. breeze. Suspected maggonis and shellworms, temperatures normal and are fresh. Druggs, C. & C., returned from boat of absence. Druggs, J. & C. returned 65 lbs. bread and 164 lbs each of animal and vegetable.
J. V. Wright.
Lieut. U.S.N.

6 AM to Midnoon:-

Clear and pleasant. Light to gentle breeze from S.E. Barometer rose. Crew engaged in blacking ship's side and the iron work on upper deck. The Captain awarded the following punishments: Chivian L. (S.C. & C.) 161 hrs overboard - 4th class for 6 months; Druggs, J. & C. 48 hrs overboard - 4th class.

J. E. Borge, *Ensign U.S.N.*

Midnoon to 4 PM:-

Cloudy and pleasant. Light breeze from S.E. Barometer steady. Crew engaged in painting iron work, grab ropes etc. Received in the Department Station Engineering from the Naval Storekeeper, 30 iron boiler tubes. Sent liberty party ashore. Maggonis suspected temperatures aft 77-76, fore 77-78; smoke ash 78-76. No foul air, curled sails.

J. E. Borge, *Ensign U.S.N.*

4 to 6 PM:-

Clear and pleasant. Light to gentle breeze from S.E. Barometer about steady. Mustered crew at quarters at 4:30. Collins J. (Baker) absent overboard. Transferred to the S.C. & C. (Baker) with bag, hammock, and transfer papers; Druggs, J. & C. (Baker), Watson, S. (A.R. & C.) placed in double rows for the night.

J. E. Borge, *Ensign U.S.N.*

8 PM to Midnight:-

Clear and pleasant. Light breeze from South. Barometer steady.

J. E. Borge, *Ensign U.S.N.*

Examined and found to be correct.

J. H. Welles

Lieut. U.S.N.

Navigator.

LOG of the UNITED STATES

Transit Ship Case

Sheet Rate,

Moved to Dock, Navy Yard, Norfolk Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 1/4.	Air-Wet Bulb.	Water at Surface.		Form of clouds, by symbols.	Moving from, by symbols.	
A. M.															
1				17° N.	S. 4	2		30 19	68	58	56	b	None		
2	"	"	"	"	"	2		30 19	66	58	57	"	"		
3	"	"	"	"	"	1		30 19	66	57	57	bc	"		
4	"	"	"	"	"	1		30 17	64	55	55	bc	bc		
5	"	"	"	"	"	1		30 18	63	56	55	bc	bc		
6	"	"	"	"	"	1		30 18	63	60	58	"	"		
7	"	"	"	"	4 S. 4	2		30 18	64	61	60	"	"		
8	"	"	"	"	S. 4	2		30 19	65	62	60	"	"		
9	"	"	"	"	"	2		30 18	68	68	65	"	"		
10	"	"	"	"	"	2		30 17	70	73	68	"	"		
11	"	"	"	"	"	3		30 16	72	76	70	"	bc		
Noon.	"	"	"	"	"	3		30 15	73	76	70	"	"		

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.															
1				17° N.	S. 4	3		30 11	75	79	73	bc	bc	3	
2	"	"	"	"	"	3		30 09	76	80	74	"	"	1	
3	"	"	"	"	"	3		30 08	78	81	75	"	"	1	
4	"	"	"	"	"	3		30 06	78	82	75	"	"	1	
5	"	"	"	"	"	3		30 05	79	82	76	"	"	1	
6	"	"	"	"	"	2		30 05	79	80	74	b	None	0	
7	"	"	"	"	"	2		30 05	79	79	75	"	"	0	
8	"	"	"	"	"	2		30 05	78	78	75	bc	bc	1	
9	"	"	"	"	"	3-4		30 06	76	75	72	bc	"	1	
10	"	"	"	"	"	2-4		30 06	75	72	70	"	"	1	
11	"	"	"	"	"	3-4		30 06	72	70	67	"	"	1	
Mid.	"	"	"	"	"	3-4		30 06	72	69	67	bc	None	0	

under the command of

Commander L. B. Nelson
Tuesday June 10

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 AM:-

Clear to fair and pleasant. Light air to light breeze from S.W. Barometer about steady. It has started fair in boiler B to try the circulating pump.

J. S. Briggs, Ensign U.S.N.

4 AM to 5 AM:-

Fair and pleasant. Light air to light breeze easterly in direction. Barometer steady. Received in Pay Department 75 lbs bread, 11 1/2 lbs meat and 11 1/2 lbs vegetables. Magazines inspected. Temperatures aft 76-76, fore ammunition 76-76, small arms 76-76, No foul air. Water in S (No. 2) released from confinement.

J. S. Briggs, Ensign U.S.N.

5 AM to Meridian:-

Mainly clear warm and pleasant. Light to gentle breeze from S.W. Raising steam in boiler B. Award of ten dollars for the apprehension and delivery aboard ship of R. Lott (alias) was offered to the chief of Police of Norfolk and Portsmouth. At 9 AM mustered crew at quarters, colors at (Boiler B) about 10 AM flying jib, foremast staysail and main staysail. Received on board in Equipment Department 1650 gallons of fresh water.

Robert T. Sparrow, Ensign U.S.N.

Meridian to 5 PM:-

Mainly clear warm. Gentle breeze from S.W. Dent foresail, Ketchikan H. (B.M.C.) was given a permanent appointment as B.M.C. dating from May 21 1902. Began discharging at 3 PM.

Robert T. Sparrow, Ensign U.S.N.

5 PM to 8 PM:-

Clear cool fair. Gentle to light breeze from S.W. Inspected magazines temperatures 77°, 77°, 77°; no foul air. At 6 PM mustered crew at quarters same as in forenoon. Received from Lt. R. L. Franklin, U.S. Surgeon (Gen) with bag hammock and paper Retelling boiler B.

Robert T. Sparrow, Ensign U.S.N.

8 PM to Midnight:-

Clear and pleasant. Squally. Light to fresh breeze from S.W. Moonlight till 11:25 when moon set. Colors at (Boiler B) returned from liberty at 7:45, 9 PM. Foremast staysail. Retelling boiler B.

Robert T. Sparrow, Ensign U.S.N.

Examined and found to be correct.

J. H. Thompson, Lieutenant, Navigator.

LOG of the UNITED STATES

*Training Ship Cruise**Wind.* Rate.*Moved to Deck & by Gun Norfolk Va*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Forms of clouds, by symbols.	Morning observations.	
A. M.															
1	<i>Moved to Deck</i>			<i>N 170 W</i>	<i>S.W.</i>	<i>3-4</i>		<i>30.05</i>	<i>71</i>	<i>66</i>	<i>65</i>	<i>bcg</i>	<i>bcn</i>		<i>0</i>
2	"			"	"	<i>3</i>		<i>30.03</i>	<i>70</i>	<i>66</i>	<i>65</i>	<i>bc</i>	"		<i>0</i>
3	"			"	"	<i>3</i>		<i>30.03</i>	<i>70</i>	<i>66</i>	<i>65</i>	"	"		<i>0</i>
4	"			"	"	<i>3</i>		<i>30.00</i>	<i>69</i>	<i>65</i>	<i>64</i>	"	"		<i>1</i>
5	"			"	"	<i>3</i>		<i>30.02</i>	<i>68</i>	<i>66</i>	<i>65</i>	<i>bc</i>	<i>bc</i>		<i>1</i>
6	"			"	"	<i>3</i>		<i>30.03</i>	<i>69</i>	<i>68</i>	<i>66</i>	"	"		<i>1</i>
7	"			"	"	<i>3</i>		<i>30.03</i>	<i>69</i>	<i>69</i>	<i>67</i>	"	"		<i>1</i>
8	"			"	"	<i>3</i>		<i>30.04</i>	<i>71</i>	<i>72</i>	<i>70</i>	"	"		<i>2</i>
9	"			"	"	<i>2</i>		<i>30.05</i>	<i>74</i>	<i>75</i>	<i>72</i>	"	"		<i>1</i>
10	"			"	"	<i>2</i>		<i>30.05</i>	<i>75</i>	<i>77</i>	<i>75</i>	"	"		<i>2</i>
11	"			"	"	<i>2</i>		<i>30.05</i>	<i>77</i>	<i>83</i>	<i>78</i>	"	"		<i>2</i>
Noon.	"			"	"	<i>2</i>		<i>30.03</i>	<i>79</i>	<i>84</i>	<i>79</i>	"	"		<i>2</i>

Position at 8 A. M. { Latitude by
Longitude by

° ' "

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

° ' "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

16.0 gallons.

Water *Distilled* during the preceding 24 hours,

5.50 "

Water remaining on hand fit for use at noon,

29.00 "

Coal consumed during the preceding 24 hours,

tons, 2.180 lbs.

Coal remaining on hand at noon,

156 " 15.65 "

P. M.															
1	<i>Moved to Deck</i>			<i>N 170 W</i>	<i>S.W.</i>	<i>2</i>		<i>30.01</i>	<i>81</i>	<i>88</i>	<i>82</i>	<i>bc</i>	<i>bc</i>		<i>2</i>
2	"			"	"	<i>3</i>		<i>29.97</i>	<i>86</i>	<i>90</i>	<i>82</i>	"	"		<i>2</i>
3	"			"	"	<i>3.5</i>		<i>29.96</i>	<i>86</i>	<i>91</i>	<i>83</i>	<i>bcg</i>	<i>bc</i>		<i>3</i>
4	"			"	"	<i>3.5</i>		<i>29.95</i>	<i>87</i>	<i>91</i>	<i>83</i>	"	"		<i>3</i>
5	"			"	"	<i>3.5</i>		<i>29.94</i>	<i>87</i>	<i>89</i>	<i>83</i>	"	"		<i>3</i>
6	"			"	"	<i>3.5</i>		<i>29.94</i>	<i>87</i>	<i>87</i>	<i>83</i>	"	"		<i>3</i>
7	"			"	"	<i>3</i>		<i>29.92</i>	<i>87</i>	<i>87</i>	<i>83</i>	<i>bc</i>	"		<i>3</i>
8	"			"	<i>S.W.</i>	<i>3</i>		<i>29.93</i>	<i>85</i>	<i>85</i>	<i>82</i>	"	"		<i>3</i>
9	"			"	"	<i>3.5</i>		<i>29.92</i>	<i>83</i>	<i>81</i>	<i>78</i>	<i>bcg</i>	"		<i>3</i>
10	"			"	"	<i>3</i>		<i>29.94</i>	<i>81</i>	<i>80</i>	<i>77</i>	<i>bcg</i>	<i>bc</i>		<i>5</i>
11	"			"	"	<i>3</i>		<i>29.96</i>	<i>81</i>	<i>77</i>	<i>75</i>	<i>bc</i>	<i>bc</i>		<i>7</i>
Mid.	"			"	"	<i>2</i>		<i>29.97</i>	<i>80</i>	<i>77</i>	<i>75</i>	<i>bc</i>	"		<i>6</i>

under the command of

Commodore L. C. Kilmer,
Wednesday June 11

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended at 0000:-

Clear, Squalls first hour. Moderate to gentle breeze from S.W. Stopped distilling at 1200, tanks being full. Bunked fire in "B" boiler. *Robert L. Sparrow*
Quartermaster U.S.N.

At 8 AM:-

Nearly clear and pleasant. Gentle breeze from S.W. Inspected magazines, temperature 71°, 73°, 77°; no foul air. Received in Pay Department 75 dollars for the meat and vegetables. *Robert L. Sparrow*
Quartermaster U.S.N.

8 AM to Noon:-

Began with fair pleasant weather and gentle breeze from S.W. Put on the steaming cover, his turn of confinement being ended. Ship's cook & class, is released. At 1000 mustered the band. Completing the work aloft. The wind fell to light air; steam with bunked fire in "B" boiler. The Captain placed R. Ballou, Baker's class on a class for 2 months for being 45 hours overdue. *George N. Hayward* Lieut. U.S.N.

Noon to 4 PM:-

Began with fair very warm weather and light breeze from S.W. The appointment of E. H. Page as Acting Gunner's class is removed from 1 June 1902. The wind is squally at the last. *George N. Hayward* Lieut. U.S.N.

4 to 8 PM:-

Began with fair very warm weather and gentle breeze or squalls from S.W. At 600 mustered the band. Received from the Franklin with effects and papers Edwin Williams, Baker's class. The wind settled to gentle breeze and backed to S.W. *George N. Hayward* Lieut. U.S.N.

8 PM to Midnight:-

Began with gentle breeze from S.W. and fair warm weather. The wind gets squally and a spitting rain begins near dark. *George N. Hayward* Lieut. U.S.N.

LOG of the UNITED STATES

Training Ship Cass

Rate,

Moored to Dock Navy Yard, Norfolk Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.		State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 10.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of clouds, by symbols.	Amount, in tenths of horizon.	
A. M.																		
1				Moored to Dock	S. 77° W.		2			29.97	79	77	75		bc	ls	1	
2				"	"		2			29.97	76	76	74		"	"	1	
3				"	"		2			29.97	75	74	72		bc	ls	0	
4				"	"		1			29.97	77	73	71		bc	ls	1	
5				"	"		0			29.97	77	73	71		"	"	1	
6				"	"		1			29.98	77	74	71		"	"	1	
7				"	"		2			30.00	76	74	71		"	"	2	
8				"	"		2			30.00	76	75	72		"	"	2	
9				"	"		1			30.02	78	80	77		"	"	2	
10				"	"		1			30.04	80	85	81		"	"	2	
11				"	"		2			30.05	81	87	82		"	"	2	
Noon.				"	"		2			30.04	81	88	83		"	"	2	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

150 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

27.50 "

Coal consumed during the preceding 24 hours,

tons, 510 lbs.

Coal remaining on hand at noon,

156 " 735 "

P. M.																		
1				Moored to Dock	S. 77° W.		2			30.04	83	88	83		bc	ls	1	
2				"	"		3			30.04	84	87	82		"	ls	3	
3				"	"		3			30.03	84	87	82		"	"	3	
4				"	"		3			30.03	84	86	82		"	ls	3	
5				"	"		3			30.03	84	86	82		"	"	3	
6				"	"		3			30.01	83	85	81		"	"	3	
7				"	"		3			30.01	82	86	81		"	"	3	
8				"	"		2			30.02	82	82	81		"	"	3	
9				"	"		1			30.03	82	81	80		"	"	3	
10				"	"		2			30.00	82	81	79		"	"	3	
11				"	"		2			30.06	82	81	78		"	"	3	
Mid.				"	"		2			30.06	81	79	78		"	"	3	

under the command of

Commander L. C. Hulme
Thursday June 13

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 AM:-

Began with light breeze from S.E. and fair warm weather. The wind fell to light air at the last. Steam with banded fire in boiler B.
Lieut. N. Hayward Lieut. U.S.N.

4 to 5 AM:-

Began with fair warm weather and light air from S.E. The wind fell calm. Light air from S.E. increasing to light breeze. Received in Bay Department 69 lbs of fresh bread and 111 1/2 of meat and 1/2 of vegetables. Made the necessary inspection of provisions and found the air fresh and the temperature normal and no foul air. Steam with banded fire in boiler B.
Lieut. N. Hayward Lieut. U.S.N.

5 AM to Noon:-

Calm and warm. Light air from N.E. At 9 AM mustered at quarters - no absentees. Bay order of leave: Officer released (N. B. Cook) from confinement. Received from Corps Station, Newport R.I. with bag, hammer and transfer papers. H. J. Anderson 4 M. 10 Ch. Steam with banded fire in boiler B.
V. H. Hurler Lieut. U.S.N.

Noon to 4 PM:-

Calm and warm. Light to gentle S.E. breeze. Steam with banded fire in boiler B.
V. H. Hurler Lieut. U.S.N.

4 to 5 PM:-

Calm and warm. Light S.E. breeze. At 4 PM mustered at quarters - no absentees. Inspected magazines and shell room, temperatures normal and no foul air. Steam with banded fire in boiler B.
V. H. Hurler Lieut. U.S.N.

5 PM to Midnight:-

Calm and pleasant. Light S.E. breeze backing to S.E. Steam with banded fire in boiler B.
V. H. Hurler Lieut. U.S.N.

Examined and found to be correct.

J. F. Hubbard Lieut. U.S.N. & Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Moored to Oak Wharf Yard Norfolk Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.				State of the Weather, by symbols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form of clouds, by symbols.	Amount of rain.	Amount of snow.				
A. M.																					
1			Moored to Oak Wharf	S. by E.		3				30.06	80	77	74		bc.	bc.				3	
2			"	"		3				30.06	80	76	73		"	"				3	
3			"	"		3				30.06	80	74	72		"	"				3	
4			"	"		2				30.06	78	73	72		"	"				3	
5			"	"		1-2				30.08	77	73	71		"	"				2	
6			"	"		2				30.08	76	72	73		"	"				2	
7			"	"		3				30.08	76	70	74		"	"				2	
8			"	"		3				30.08	76	77	76		"	"				3	
9			"	"		3				30.09	80	83	80		"	"				3	
10			"	"		3				30.09	82	85	82		"	"				3	
11			"	"		3				30.10	84	87	83		"	"				2	
Noon.			"	"		3				30.10	86	89	85		"	"				2	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

150 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

2600 "

Coal consumed during the preceding 24 hours,

tons, 8.0 lbs.

Coal remaining on hand at noon,

155 " 2165 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of clouds.	Amount of rain.	Amount of snow.	State of the Sea.
1			Moored to Oak Wharf	S. by E.		3			30.09	98	93	87		bc.	bc.			3
2			"	"		3			30.08	90	94	87		"	"			2
3			"	"		3			30.07	90	94	87		"	"			2
4			"	"		3			30.06	91	94	86		"	"			2
5			"	"		3			30.06	91	93	87		"	"			2
6			"	"		3			30.06	90	91	87		"	"			2
7			"	"		3			30.07	89	89	85		"	"			3
8			"	"		34			30.08	87	85	83		bc.	bc.			3
9			"	"		24			30.11	84	83	81		"	"			4
10			"	"		23			30.11	84	81	79		"	"			4
11			"	"		24			30.12	82	80	78		"	"			5
Mid.			"	"		3			30.12	82	79	77		bc.	bc.			3

under the command of

Commander L. B. Hubbard,
Friday June 13

, U. S. Navy,

, 190 - .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 PM:-

Clear and pleasant. Gentle S. E. breeze. Steam with banked fires in boiler B
W. W. Keeney
Lieut. U. S. N.

4 1/2 to 8 AM:-

Clear and pleasant. Light S. E. breeze. Inspected magazine and shell rooms, found temperature normal and no foul air. Steam with banked fires in boiler B. Received in Bay Reporters 6 lbs fresh bread, and 11 1/2 lbs sugar, of meat and vegetables.
W. W. Keeney
Lieut. U. S. N.

8 AM to Meridian:-

Fair and hot. Gentle breeze from S. E. H. Barometer steady. Mustered crew at quarters at 9:30, all accounted for. The Commanding Officer awarded the following punishments:- Jeffery J. (Matt. S. C.), neglect of duty and being absent extra duty and 1st class 12 months. L. Natanson (W. R. Cook) was this day discharged from this ship and the U. S. Naval Service by reason of purchase.
Z. B. Bigger, Ensign U. S. N.

Meridian to 4 PM:-

Fair and hot. Gentle breeze from S. E. H. Barometer fell. Magazine inspected, temperature aft 78-76, food ammunition 77-76, small arms, 78-76. No foul air.
Z. B. Bigger, Ensign U. S. N.

4 to 8 PM:-

Fair and warm. Gentle to moderate breeze from S. E. H. Barometer rose. Mustered crew at quarters at 4:30 - all accounted for. Sent liberty party ashore.
Z. B. Bigger, Ensign U. S. N.

8 PM to Midnight:-

Fair and pleasant. Light to moderate breeze from S. E. H. Barometer rose. Fires banked in boiler B throughout the day.
Z. B. Bigger, Ensign U. S. N.

Examined and found to be correct.

J. T. Hubbard

Lieut. U. S. N. Navigator.

LOG of the UNITED STATES

Training Ship Essex
Moored to Rock Navy Yard, Norfolk Va.

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Forms of symbols.		Morning.	Amount.	State of Sea.	
A. M.																				
1				blow to S 17 W	S W	3				30 12	81	77	76		bc	cu S		3		
2		"		"	"	3				30 11	80	77	76		"	"		3		
3		"		"	"	3				30 11	79	76	75		"	"		4		
4		"		"	"	1-2				30 12	79	76	75		"	cu		5		
5		"		"	South	2				30 12	79	75	74		"	cu S		6		
6		"		"	"	2				30 14	79	76	75		"	cu		4		
7		"		"	S S W	2				30 16	78	76	75		"	"		4		
8		"		"	"	2				30 16	78	77	76		"	"		4		
9		"		"	"	2				30 18	79	77	77		"	"		4		
10		"		"	"	2				30 17	81	82	79		"	"		5		
11		"		"	"	2				30 17	81	84	81		"	"		5		
Noon.		"		"	"	2				30 17	81	84	82		"	"		7		

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

150 gallons.

24.50 "

tons, 810 lbs.

185 " 1050 "

P. M.																		
1	James & Red	N 17° W	SSE	2					30.14	83	87	84		bc	cu			7
2	"	"	SE W	2-3					30.13	84	89	86		"	"			7
3	"	"	SE W	2-3					30.12	84	90	87		"	cu S			7
4	"	"	SE	3-4					30.11	83	87	84		bc	cu			8
5	"	"	SE	3					30.10	82	85	83		bc	cu S			8
6	"	"	SE	3					30.10	83	83	82		"	"			8
7	"	"	"	3					30.10	81	82	81		bc	"			10
8	"	"	"	3					30.10	80	81	80		"	"			10
9	"	"	"	2					30.10	81	79	78		"	"			10
10	"	"	"	2					30.10	81	79	78		"	"			8
11	"	"	"	2					30.10	81	79	78		"	"			7
Mid.	"	"	"	1					30.14	81	78	77		"	"			8

under the command of

Commander L. C. Hulse,
Saturday June 14

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended at 8 AM.

Fair and pleasant Light breeze to gentle breeze from S.W. Barometer steady
23.80 in. Hg. Ensign 11.11

At 8 AM:-

Fair to cloudy and pleasant Light breeze from South shifting to S.W. the second half of watch. Barometer rose. Reduced in Dry Department 33.8 lbs. bar. 33.2 1/2 lbs. wet and 32.2 1/2 lbs. wet. Barometer inspected temperatures aft 77.5. fore 76.5. small arm 77.7. No foul air. Bunked fire in boiler B.

23.80 in. Hg. Ensign 11.11

8 AM to Meridian:-

Cloudy warm and oppressive Light breeze from S.W. Full day. Commanding Officer awarded the following punishments: Ostrum 3. (Q.M.S.), Lanning 12 while on watch and throwing dirty water over the side; and also 1 mo. Conroy (P.M.) throwing water over ship's side, and also 1 mo. spread fire in boiler B for distilling purpo.

Herbert S. Sparrow
Ensign 11.11

Meridian to 4 PM:-

Cloudy and warm Light to moderate breeze from S.W. to S.E. Squalls last hour. At 1.35 began distilling with C boiler

Herbert S. Sparrow
Ensign 11.11

At 4 PM:-

Cloudy to overcast. Gentle breeze from E.S.E. to S.E. Inspected magazines, temperature 76.7. 77. 78. no foul air. At 4.30 mustered crew at quarters, no absentees.

Herbert S. Sparrow
Ensign 11.11

4 PM to Midnight:-

Overcast to cloudy Lightning last two hour Light breeze to light air from S.E.

Herbert S. Sparrow
Ensign 11.11

Examined and found to be correct.

J. B. Hulse, Lieutenant.

Navigator.

LOG of the UNITED STATES

Training Ship Essex

Shed Rate,

Ordered to visit my friends in

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.				State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Formed, by symbols.	Moving form.	Amount, estimated.		
A. M.																				
1				<i>N 1/2 W</i>	<i>Calu</i>		0			30.09	80	78	77		<i>bc</i>	<i>bc</i>			7	
2				"	"		0			30.07	80	78	77		"	"			5	
3				"	"		0			30.06	79	77	77		"	"			7	
4				"	"		0			30.05	78	77	77		<i>bc, w</i>	<i>bc</i>			7	
5				"	"		0			30.05	78	76	76		"	"			8	
6				"	"		0			30.05	78	78	77		<i>bc, w</i>	<i>bc</i>			9	
7				"	"		0			30.05	78	78	77		"	"			9	
8				"	"		0			30.05	79	79	78		"	"			9	
9				<i>N 1/2 E</i>	<i>S. E.</i>		1			30.05	80	81	80		<i>bc</i>	"			9	
10				"	<i>Calu</i>		0			30.05	80	83	82		"	<i>bc</i>			9	
11				"	<i>N. E.</i>		2			30.05	82	85	83		<i>bc</i>	<i>bc</i>			9	
Noon.				"	"		2			30.03	82	86	83		<i>bc</i>	<i>bc</i>			8	

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

150 gallons.

600 "

Water remaining on hand fit for use at noon,

7900 "

Coal consumed during the preceding 24 hours,

tons, 2180 lbs.

Coal remaining on hand at noon,

154 " 1615 "

P. M.																				
1				<i>N 1/2 E</i>	<i>S. E.</i>		2			30.02	82	83	82		<i>bc, w</i>	<i>bc</i>			8	
2				"	"		3-4			30.01	80	80	79		<i>bc, w</i>	"			8	
3				"	"		3			30.00	79	76	75		<i>bc, w</i>	"			8	
4				"	"		1			29.98	78	76	75		<i>bc</i>	"			8	
5				"	<i>Calu</i>		0			29.96	81	81	79		<i>bc</i>	"			7	
6				"	<i>S. E.</i>		2			29.95	81	81	79		"	<i>bc</i>			6	
7				"	"		2			29.95	80	80	79		"	<i>bc</i>			8	
8				"	"		1			29.95	80	79	78		"	"			6	
9				"	"		1			29.95	79	78	77		"	<i>bc</i>			6	
10				"	<i>S. E.</i>		1			29.94	79	77	77		"	<i>bc</i>			4	
11				"	"		1			29.92	79	77	76		"	"			4	
Mid.				"	<i>South</i>		2			29.91	78	76	75		"	"			3	

under the command of

Commander L. C. Steadman
Sunday June 15

, U. S. Navy,
1907.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Comments and report 4 AM:

Cloudy, hazy with heavy dew last hour. Calm. Herbert G. Sparrow
Lieutenant USN

4 to 8 AM:-

Cloudy misty and warm. Calm. Inspected magazines, temperatures 77° 77° 77° no foul air. Herbert G. Sparrow
Lieutenant USN

8 AM to Meridian:-

Begins with very warm humid weather and calm. At 9 AM misted the hands light breeze from S.E.; then calm and light fair from S.W. to cloudy weather.

George A. Hayward Lieutenant

Meridian to 4 PM:-

Begins with cloudy warm and humid weather and light breeze from S.W. threatening heavy rain. At 1 PM a heavy squall with squalls reported on board from the rigging. Ship at Navy Yard Boston. During second hour suddenly shifted to S.E. and heavy rain began to fall in showers with strong gusts, lightning and moderate squalls. The rain continued with intervals all of water and of the hot sun free to light and steam with backed fire in B boiler.

George A. Hayward Lieutenant

4 to 8 PM:-

Begins with light air from S.E. and cloudy humid weather. The wind fell calm. During second hour a light breeze from S.W. Made the afternoon inspection of magazines and found the air fresh and the temperatures normal. At 6 PM wind free to light and steam with backed fire in B boiler.

George A. Hayward Lieutenant

8 PM to Midnight:-

Begins with light air from S.W. and cloudy humid weather. The wind backed to S.E. and then veered to South and increased to light breeze. Steam with backed fire in B boiler.

George A. Hayward Lieutenant

Examined and found to be correct.

J. Hubbard

Lieutenant Navigator

LOG of the UNITED STATES

Training Ship Essex

And Rate,

Moored to Dock Navy Yard Norfolk Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form of clouds, by symbols.		Morning.	Afternoon.	At night.	
A. M.																				
1	Moored to Dock			S 17° W	South		2			29.85	80	76	75		bc	bc			3	
2	"			"	S 17° W		3-4			29.87	79	76	75		bc	bc			6	
3	"			"	"		3			29.87	79	76	75		bc	bc			8	
4	"			"	"		3			29.86	79	76	75		"	"			8	
5	"			"	S 17° W		2			29.88	79	76	76		"	"			6	
6	"			"	S 17° W		1			29.88	79	76	77		"	bc			5	
7	"			"	"		2			29.86	79	76	77		"	bc			5	
8	"			"	"		3			29.84	80	76	78		"	bc			4	
9	"			"	S 17° E		3-5			29.81	80	82	80		bc	bc			7	
10	"			"	"		3-5			29.78	81	83	81		bc	bc			6	
11	"			"	"		3-5			29.75	82	84	82		"	bc			7	
Noon.	"			"	"		4-5			29.71	82	84	81		bc	bc			9	

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

3650 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

2650 "

Coal consumed during the preceding 24 hours,

tons, 8 1/2 lbs.

Coal remaining on hand at noon,

13-12 " 605 "

P. M.																				
1	Moored to Dock			S 17° W	South		4-6			29.65	82	83	81		bc	bc				10
2	"			"	"		4-6			29.60	82	81	79		bc	bc				5
3	"			"	"		4-6			29.57	81	82	80		"	"				7
4	"			"	"		4-5			29.55	81	81	80		"	"				6
5	"			"	"		3			29.53	81	79	78		bc	bc				8
6	"			"	S 17° W		3-4			29.53	80	75	75		bc	bc				8
7	"			"	"		3			29.51	79	74	74		bc	bc				10
8	"			"	"		3			29.52	77	73	73		"	"				10
9	"			"	"		3-5			29.60	77	72	72		bc	bc				10
10	"			"	"		4-5			29.65	77	71	71		bc	bc				10
11	"			"	"		3-5			29.69	76	71	70		bc	bc				5
Mid.	"			"	"		3			29.70	76	70	69		bc	bc				3

under the command of

Commander L. P. Hildner.
Monday June 16

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 PM:-

Begins with light breeze from South-east, fair humid weather. During second hour wind over to S.E. and increases to gentle breeze with moderate squalls. The squalls stopped after second hour. Steam with gentle breeze from S.E. to S.W.

4 to 8 AM:-

Begins with gentle breeze from S.E. and cloudy warm weather. The wind fell to light air backing for part of second hour to South and then veering to S.W. and increasing to gentle breeze again. Received in Bay Report of 9th of the of head and 11th of most band of vegetable. Made the morning inspection of magazines and sickrooms and found the air fresh and the temperatures normal. Steam with gentle breeze from S.E. to S.W.

8 AM to Meridian

Partly cloudy with occasional light showers. Gentle to stiff breeze in squalls from S.W. At 4:30 misted at quarters, no abatement. The Acting appointment of W. H. Hildner as Cox was removed by the Acting Officer.

Meridian to 4 PM:-

Generally cloudy with heavy showers. Moderate wind from South increasing at times to fresh squalls. W. H. Hildner has been given an Acting appointment as M.A.S.C. from this date. Barometer falling.

4 to 8 PM:-

Overcast and cloudy. Heavy showers. Gentle to moderate breeze from S.W. with occasional squalls. At 4:30 misted at quarters, no abatement. Inspected magazines and sickrooms. Normal temperatures and air fresh.

8 PM to Midnight.

Begins overcast and cloudy with passing showers and squalls, clearing toward end. Gentle to stiff S.W. wind. At 8:35 began to distill into ship's tanks. With back S. Barometer rising.

J. H. Hildner

Lieutenant

Navigator.

LOG of the UNITED STATES

Training Ship Essex
Moved to Dock Navy Yard Norfolk Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Form of clouds, by symbols.		Moving from.	Amount, in tenths.		
A. M.																			
1				<i>N 17° W</i>	<i>N W</i>	<i>1</i>			<i>29.73</i>	<i>75</i>	<i>69</i>	<i>68</i>		<i>bc</i>	<i>ci</i>			<i>1</i>	
2				"	"	<i>3</i>			<i>29.76</i>	<i>75</i>	<i>69</i>	<i>68</i>		"	"			<i>2</i>	
3				"	"	<i>3</i>			<i>29.79</i>	<i>75</i>	<i>69</i>	<i>68</i>		"	<i>bc</i>			<i>3</i>	
4				"	"	<i>3</i>			<i>29.81</i>	<i>75</i>	<i>71</i>	<i>70</i>		"	<i>bc</i>			<i>7</i>	
5				"	"	<i>3-5</i>			<i>29.86</i>	<i>75</i>	<i>71</i>	<i>70</i>		<i>bc</i>	<i>bc</i>	<i>bc</i>		<i>10</i>	
6				"	"	<i>3</i>			<i>29.89</i>	<i>74</i>	<i>71</i>	<i>70</i>		<i>bc</i>	<i>bc</i>	"		<i>5</i>	
7				"	"	<i>3</i>			<i>29.93</i>	<i>73</i>	<i>71</i>	<i>68</i>		"	"	"		<i>3</i>	
8				"	<i>N. W. H.</i>	<i>3-4</i>			<i>29.96</i>	<i>74</i>	<i>72</i>	<i>68</i>		"	<i>bc</i>	"		<i>1</i>	
9				"	"	<i>3</i>			<i>29.99</i>	<i>74</i>	<i>73</i>	<i>69</i>		"	"	"		<i>1</i>	
10				<i>Left Hand</i>	"	<i>3</i>			<i>30.01</i>	<i>74</i>	<i>74</i>	<i>69</i>		"	"	"		<i>2</i>	
11				<i>Varies</i>	"	<i>3</i>			<i>30.03</i>	<i>74</i>	<i>73</i>	<i>69</i>		"	"	"		<i>2</i>	
Noon.				"	"	<i>3</i>			<i>30.06</i>	<i>74</i>	<i>73</i>	<i>69</i>		"	"	"		<i>2</i>	

Position at 8 A. M. { Latitude by
 { Longitude by

{ Latitude by observation
 { Longitude by observation

Position at noon: { Latitude by D. R.
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by *Barograph*
 { Longitude by

37° 23' 30" N
75° 13' W

Variation of compass:

Error of compass observed at *5.32 (L.S.)*

Deviation of compass on *at 39° 50' E*

Water expended during the preceding 24 hours,

150 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

2 tons, *585* lbs.

Coal remaining on hand at noon,

152 " *20* "

P. M.																				
1																				
2	at Calomel	50.1	Varies	North	3				30.06	73	75	71		bc	bc	bc	2-5			
3	3	53.3	at E.	at E.	1-2				30.06	73	75	71		"	"	"	1	"		
4	2	55.0	"	at E.	1				30.07	74	75	71	71	"	"	"	1	"		
5	3	56.5	at E.	at N. W.	1-2				30.07	73	72	69	65	"	"	"	1	"		
6	4	58.0	at E. N. W.	at S.	1				30.06	72	72	69	65	"	S	"	1	"		
7	5	59.5	at E. N. W.	at S.	1				30.00	72	73	70	66	"	bc	"	1	"		
8	6	61.0	"	at North	1				30.13	73	71	68	65	"	"	"	1	"		
9	7	62.5	"	at E.	1				30.13	75	68	67	63	"	"	"	1	"		
10	8	64.0	"	at North	1-2				30.13	74	66	66	62	"	"	"	1	"		
11	9	65.5	"	at N.	1				30.15	74	65	64	62	"	"	"	1	"		
12	10	67.0	"	at N.	1				30.15	74	65	64	62	"	"	"	1	"		
Mid.	11	68.5	"	at N.	1-2				30.15	73	65	64	61	"	"	"	1	"		

, U. S. Navy,
1902.

Commences and until 4 PM.

46. 8 Ami

Sam L Meridian

Meridian to 4 P.M.:-

At 6 Pm:

6 to 8 mi. -

80m. 6 m

has a pi

LOG of the UNITED STATES

Training Ship Essex

Sd. Rate,

Making Passage from Norfolk Va to Newport R.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Formed by symbols.		Making form.	Amount, easterly in miles.		
A. M.																				
1	7	4	27.1	N E by E	N E		1			30 15	70	64	63	60	bc	ci. 3		1	S	
2	8	1	35.2	"	N E by N		2			30 15	70	64	63	60	"	"		1	"	
3	8	0	43.2	"	N E		2-3			30 17	70	65	65	60	bc	"		1	"	
4	8	0	51.2	"	N E by N		3			30 17	70	65	65	61	"	"		1	"	
5	7	3	58.5	"	N E by N		3			30 20	68	67	66	61	"	ci. 3		3	M	
6	7	1	65.6	"	N E by N		3			30 21	69	70	67	61	bc	"		3	"	
7	7	1	72.7	"	N E by E		3			30 23	69	73	70	63	"	"		4	"	
8	7	0	79.7	"	"		3			30 26	69	72	69	64	"	"		4	"	
9	6	8	86.5	"	"		3			30 25	69	70	67	63	"	ci.		6	"	
10	7	4	93.9	"	"		3			30 27	69	72	68	63	"	"		5	"	
11	7	4	101.3	"	N E		2			30 28	70	72	68	64	"	"		4	"	
Noon.	7	7	90	"	"		1			30 26	70	72	68	64	"	"		4	"	
	3																			

Position at 8 A. M. { Latitude by *N E*
Longitude by *N E*

38° 36' 30" N

Position at noon: { Latitude by observation
Longitude by observation

74° 35' " W

Latitude by D. R.

38° 35' " N

Longitude by D. R.

73° 35' " W

38° 38' " N

73° 38' " W

Course made good since preceding noon: —

Distance made good since preceding noon: — miles.

Distance by Log since preceding noon: — miles.

Current per hour: *(10 hrs)* miles, set *N E* true.Position at 8 P. M. { Latitude by *N E*
Longitude by *N E*

39° 46' " N

72° 33' " W

Variation of compass:

Error of compass observed at *4:24 PM*

8° " N

Deviation of compass on *N E*

0° 30' " E

Water expended during the preceding 24 hours,

8° 30' " E

Water during the preceding 24 hours,

100 gallons.

Water remaining on hand fit for use at noon,

2400 "

Coal consumed during the preceding 24 hours,

11 tons, 140 lbs.

Coal remaining on hand at noon,

140 " 2120 "

P. M.	Knots.		Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Barometer.	Ther. at d.	Air. Dry Bulb.	Air. Wet Bulb.	Air. Wind.	Water at Surface.	State of the Weather, by symbols.	CLOUDS.	State of the Sea.	
1	6	5	N E by N	N E	1				30.24	70	68	64	65		bc	ci. 3	4	S
2	7	6	"	"	1				30.23	71	68	66	64		"	ci. 5	4	"
3	7	9	"	"	1				30.21	71	69	67	63		"	"	5	"
4	7	9	"	N E	1				30.19	71	71	69	63		"	"	5	"
5	7	9	"	"	1				30.17	71	73	71	63		"	ci. 5	1	0
6	8	0	"	"	3				30.16	71	70	68	63		"	"	1	0
7	7	9	"	"	4				30.14	70	67	66	63		"	ci. 5	4	"
8	8	2	"	"	4				30.14	69	65	64	62		"	"	4	"
9	8	2	"	"	3				30.16	70	65	63	62		"	"	4	"
10	8	1	"	"	3				30.16	70	64	63	62		"	"	4	"
11	8	2	"	"	3				30.14	69	64	63	62		"	"	4	"
Mid.	8	0	"	"	3				30.14	69	64	63	62		"	"	3	"

under the command of

Commander L. C. Spillane
Wednesday June 18

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 PM:-

A fairly clear and pleasant. Breeze last two hours. Bright moonlight until 2:00 when moon set. Light air to gentle breeze from West evening to N.W. Throughout watch on course N.E. & S. (Specs) Under steam boilers A, B and D. At 2:35 set jib, flying jib, foremast stay sail, main top sail and spanker. At 3:00 set fore sail, took it in at 4:00. At beginning of watch Seaquake Light and Kitter Point Light were in sight. At 3:45 the latter light was in horizon bearing N.W. & 21 (Specs) and disappeared a moment later. Lost Seaquake Light in horizon at 4:15 bearing N.W. & 18 (Specs)

4:30 PM:-
Began with fair weather a little damp and gentle breeze from S.W. by S. Two steamers passed on the opposite course and one on the same course. sighted four sailing vessels. At 5:30 hauled down the head sails and brailled up the spanker and main top sail. Made the morning inspection of magazines and found them fresh and the temperatures normal. The temperatures were: 77-78 (S), 77 and 75 in the food, ammunition room and 78 and 76 in the forenoon locker. Several whales in sight. At 6:15 and the ship is steaming with A.B. and D. boilers on course N.E. & 21 by standard compass. Steam, 45 revolutions per min.
Lieut. J. H. Hayes and Lieut. Wm. H. McHenry

Clear and fair. Gentle breeze from S by E decreasing to light air from N.E. Steaming on course N.E. & 21. At 9:30 mustered crew at quarters. By order of Comd'g Officer released A. Hansen, who from confinement and restored him to duty. sighted a number of sail. Steam, 45 revolutions per min.
Lieut. Wm. H. McHenry

Mundan to 4 PM:-

Fair and pleasant. Light air from N.W. Perimeter fell. Ship on course N.E. & 21 (Specs) until 10 when changed to N.E. & 21 (Specs) fuel oil log 10.5. Under steam from boilers A.B. and D. Crew scrubbed gun deck, coal bays and scuttles. At 4:45 the noon shot
32 Briggs Ensignman

4:45 PM:-

Nearly clear cool and pleasant. Gentle breeze from S.W. Sea smooth ship rolling easily. Throughout watch ship on course N.E. & 21 (Specs) under steam, boilers A.B. and D. At end of watch 53.9. No steam, 45 at noon 44.2. sighted one steamer to starboard beyond South. Inspected magazines temperatures 76-78-76 in forenoon locker. At 6:15 and the ship is steaming with A.B. and D. boilers on course N.E. & 21 by standard compass and rolling easily. Bright moonlight. Steam, 45 revolutions per min.
Lieut. J. H. Hayes and Lieut. Wm. H. McHenry

6:45 PM:-

Began with fair pleasant weather and gentle breeze from S.W. The wind increased to moderate breeze. Smooth sea with an occasional very easy long swell from South. At the end of steam with A.B. and D. boilers on course N.E. & 21 by standard compass and rolling easily. Bright moonlight. Steam, 45 revolutions per min.
Lieut. J. H. Hayes and Lieut. Wm. H. McHenry

8 PM to Midnight:-

Clear and pleasant. Bright moonlight. Gentle S.W. breeze. Steaming on course N.E. & 21. Steam, 45 revolutions per min.
Lieut. Wm. H. McHenry

Examined and found to be correct.

J. H. Hubbard Lieut. Wm. H. McHenry Navigator

LOG of the UNITED STATES

Sailing Ship Essex

Shed Rate,

Making Passage from Norfolk Va to Norfolk P.D. and at anchor in the Harbor of Norfolk P.D.

Hour.	Knots.	Fathoms.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Formed by symbols.		Amount, tenths.	Direction.		
A. M.																			
1	8	1	12.6	N.E. by N.	S.W. by N.	3			30.11	69	64	63	60	h.c.m.		60	5		3
2	8	0	20.0	"	"	2			30.09	69	63	63	61	"		60	5		4
3	8	4	29	"	N.E. by N.	2			30.07	68	62	62	59	"		60	5		5
4	7	2	36.2	"	N.E. by E.	2			30.07	67	62	62	52	"		60	5		5
5	7	8	44.0	"	S.W.	2			30.06	67	63	63	53	"	60	5			9
6	8	0	52.0	"	"	2			30.05	67	66	65	54	h.c.m.		60	5		9
7	8	0	60.0	"	"	2			30.04	66	67	66	54	"	S.W.	60	5		9
8	7	5	67.5	"	"	1			30.04	66	70	68	57	"	"	60	5		9
9	7	5	74.1	"	S.W.	3			30.00	66	67	66	57	"	"	60	5		7
10	7	5	76.8	"	"	2			29.98	66	69	67		"	"	60	5		7
11	7	5	81.5	"	"	2			29.96	66	70	69		"	"	60	5		7
Noon.	4	1	93.9	Variable	"	3			29.95	66	67	66		h.c.m.		60	5		10

Position at 8 A. M. { Latitude by
Longitude by{ Latitude by observation
Longitude by observationPosition at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.	Knots.	Fathoms.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Barometer.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	CLOUDS.	the Sea.
1	Monroe & Bury			S.W. by S.	S.W.	3			29.93	67	65	65	h.c.m.			10
2	"			"	"	2			29.88	67	64	64	"			10
3	"			"	"	2			29.88	67	64	64	"			10
4	"			"	"	2			29.86	67	64	64	"			10
5	"			S.W. by S.	"	2			29.86	67	63	63	h.c.m.			10
6	"			"	"	2			29.85	66	63	63	h.c.m.			10
7	"			N.E. by E.	"	1			29.85	66	65	65	h.c.			6
8	"			N.E. by N.	S.W.	1			29.86	67	63	63	"			6
9	"			N.E. by N.	"	1			29.87	68	65	65	h.c.m.			7
10	"			S.W. by E.	"	0-1			29.88	68	65	65	"			7
11	"			S.W. by E.	Variable	0-1			29.88	67	64	64	"			8
Mid.	"			S.W.	"	0-1			29.88	67	63	63	"			4

under the command of *Commander L. C. Hazen.*
Thursday June 19

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and ends same.

Fair and cool. Heavy dew. Moonlight until 8.30, when moon set. Hazy around the horizon. Light to gentle breeze from S.W. 4 to 7 by S. Barometer fell. Ship on course N 6 1/2 W 1/2 S (true) nothing to the northward under steam from boilers A, B, and C. No steam, W. No resolution, 1872.

28 Driggs, Ensign U.S.N.

11.5 AM:

Cloudy. Hazy last three hours. Light breeze to light hours from S.W. smooth. Throughout watch ship on course N 6 1/2 W (true) until 8.00 when changed course to N 4 1/2 E 1/2 S (true) for 1.47.5. Under steam from boilers A, B, and C. Inspected magazine. Temperature 76° 70° 75°; no foul air at 4.00 sighted Long Island (Montauk Point) at 5.58 sighted Montauk Point Light bearing 5 1/2 E (true) for 1.50.6. At 6.09 the light bore S 2 1/2 W (true) for 1.50.6. At 6.12 sighted Black Island, at 6.51 E Montauk Point Light at 27 W. Both true, for 54.4. At end of watch 6 1/2 S. No steam, W. No resolution, 1872. Lighted one steamer and many small fishing craft.

Nat'l S. Sparrow Ensign U.S.N.

8 AM to Meridian:

Begins with cloudy cool weather with a misty horizon and gentle breeze from S.W. at 8.26 stopped and lay with wind on starboard beam changing tables of main bores until 8.39 when steamed ahead again changing course to S by E 1/2 E by standard compass at 8.41, set deck clock back 3 minutes at 7.21 having been set in by the tide towards Black Island. Changes course to N 4 1/2 E by standard compass patent log reading 74.3. Recked up Point Judith, Whale Rock, Castle Neck Point, Quarters Bay light ship and the Beaver Isd. At 8.00 patent log reading 85.4 changed course to N 4 1/2 E and stood up Narragansett Bay with the Navigator coming. At about 11.45 made fast to the S.W. mooring buoy off Conan Island. At 11.30 exchanged signals with the Constellation. At 11.34 made signal for investigation to which the Constellation answered with affirmation. At 11.50 hauled in the patent log reading 92.9. The ship draft is 14 feet 6 inches forward and 14 feet aft.

George N. Hayward Lieut. U.S.N.

Meridian to 4 PM:

Begins with cloudy cool weather very misty and threatening rain with gentle breeze from S.W. A light rain began falling. Recked up the permanent moorings under the buoy and bitts and secured them fast out the stern launch. The Captain paid visits of ceremony on the Superintendent of the War College and on the Commandant of the Training Station. Indulged to the Constellation Arthur King, Apprentice 3 class, with papers and effects. Two air pumps & boilers are out at 3.55 and are hauled in at 4.00. Distilling with steam from A boiler from 1.10.

George N. Hayward Lieut. U.S.N.

Begins with cloudy cool misty weather with a drizzling rain and light breeze from S.W. Made the afternoon inspection of Magazine and found the air fresh and the temperature normal. The temperatures were 74 and 70 aft; 75 and 70 on the fore accommodation; and 70 and 70 on the fore main bores at 4.50 minutes the hands. Had a small party party ashore. Foggy last three hours. Distilling with steam from A boiler.

George N. Hayward Lieut. U.S.N.

8 PM to Midnight:

Begins with cloudy cool and misty weather very damp and light air from S.W. At the end the wind is variable. Distilling with steam from A boiler. Moon behind clouds.

George N. Hayward Lieut. U.S.N.

Additional from Meridian to 4 PM:

Pay Clerk J. R. Horton returned from shore.

George N. Hayward Lieut. U.S.N.

Examined and found to be correct.

Harriet M. ...

Navigator.

LOG of the UNITED STATES

Training Ship Essex

Wind Rate,

Bound to Run in Harbor of Newport R.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.			State of the Sky.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forma ed. by symbols.	Moving from.	Amount of rain.	
A. M.																	
1	Moored			S. by N.	N. by E.	2		29.88	68	63	63		hazy	ci 5			3
2	"			S. N.	North	1		29.88	68	63	63		"	"			3
3	"			N. by N.	Calms	0		29.88	66	62	62		"	"			2
4	"			"	N. E.	1		29.90	66	62	62		"	"			2
5	"			S. by E.	By S.	1		29.90	66	63	63		bc.	"			2
6	"			"	Calms	0		29.95	66	63	62		"	"			2
7	"			North	N. N.	2		29.97	65	65	63		"	"			1
8	"			"	North	2		29.98	67	68	65		"	"			2
9	"			S. by N.	"	2		29.98	70	70	67		"	"			2
10	"			"	N. N.	2		29.97	70	70	67		"	"			2
11	"			N. by N.	"	2		29.97	70	70	67		"	"			4
Noon.	"			North	West	2		29.97	71	70	67		"	"			4

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation

Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2850 "

Coal consumed during the preceding 24 hours,

tons, 260 lbs.

Coal remaining on hand at noon,

178 " 1570 "

P. M.																	
1	Moored	S. by N.	N. S. N.	3				29.97	70	72	69		bc.	ci 5			4
2	"	N. by N.	S. N. by N.	4-5				29.96	69	69	66		bc.	"			5
3	"	S. by N.	"	4-5				29.97	69	71	68		"	"			4
4	"	S. N. by N.	"	4-5				29.97	70	71	68		"	"			4
5	"	S. N. by S.	"	4				29.97	69	69	66		bc.	"			5
6	"	"	N. S. N.	4				29.97	68	67	65		"	A. Cu			5
7	"	"	S. N.	3				29.98	67	66	65		"	ci			3
8	"	N. S. N.	"	3				29.99	68	65	66		"	"			3
9	"	N. S. N.	"	3				29.99	67	66	66		"	ci 5			4
10	"	S. N. by S.	"	2				29.98	66	62	62		"	bc			3
11	"	S. N.	N. S. N.	3				29.98	66	62	62		"	ci			3
Mid.	"	South	"	3				29.98	66	61	61		"	"			2

under the command of

Commander L.C. Nelson
Friday June 20

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 11 AM:-

Begins with cool misty and damp weather and light variable air. The wind grew to light breeze from N.W. The wind veered to North and then fell calm. Light air from N.E. at the end. The moon set at 11:00. ~~Temperature 53°~~
George H. Haynes Lieut. U.S.N.

11 to 5 AM:-

Begins with cool misty weather and light breeze from N.E. The wind veered to S.W. Calm during second hour and then light breeze from N.W. Steam ports hauled free in a boiler.
George H. Haynes Lieut. U.S.N.

5 AM to Midday:-

Clear and fine. Light breeze from North backing to West. At 9:00 mustered at quarters on deck. Inspected magazine, food, and drain pipes and found them in good working order. Comd'g Officer of Training Station called on board officially.
W. H. H. Lieut. U.S.N.

Midday to 2 PM:-

Clear and pleasant. Gentle N.W. breeze backing to S.W. by 4 and increasing to stiff breeze and squalls. Allowed free to see out in boiler at 1:45.
W. H. H. Lieut. U.S.N.

2 to 5 PM:-

Clear and pleasant. Gentle to moderate breeze from N.W. to S.W. Inspected magazine and shellrooms - normal temperatures and no foul air. Steam off on boiler at 4:15.
W. H. H. Lieut. U.S.N.

5 PM to Midnight:-

Clear and fine. Bright moonlight. Gentle S.W. breeze backing to N.W. Appointment as M.A.S.C. was closed to L.S. Nelson, M.A.S.C.
W. H. H. Lieut. U.S.N.

Examined and found to be correct.

Hubbard Lieut. U.S.N.

Navigator.

LOG of the UNITED STATES

Training Ship Essex
Moored to buoy in the harbor of Newport R.I.

Third

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.			State of the Sky.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, W. & H. in.	Water at Surface.		Form of clouds, by symbols.	Meaning of symbols.	Amount of rain.	
A. M.																		
1	Moored			South	S. N.		3			30.00	65	63	62	hazy	ci	do		4
2	"				"		7			30.00	64	62	62	"	"	do		7
3	"			S. by E.	"		1			30.00	64	61	61	"	"	do		7
4	"			S. by W.	Variable		0-1			30.00	64	61	61	hazy	"	"		6
5	"			S. E.	Calms		0			30.00	64	61	61	"	"	"		6
6	"			"	"		0			30.00	64	61	61	"	"	"		6
7	"			"	"		0			30.00	64	63	63	"	"	"		6
8	"			"	"		0			30.00	64	64	63	hazy	"	"		10
9	"			"	S. S. N.		3			30.01	64	64	63	"	"	"		10
10	"			S. S. N.	"		3			30.01	65	63	63	"	"	"		10
11	"			S. E.	S. E.		3			30.00	64	64	63	over	"	"		10
Noon.	"			"	"		4			30.00	64	64	63	"	"	"		10

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																		
1	Moored			S. by N.	S. S. E.		4			30.00	64	63	63	over	do			10
2	"			"	S. E.		4			29.99	64	64	64	"	"			10
3	"			South	"		4-5			29.96	64	65	65	over	"			10
4	"			S. by E.	"		4			29.94	64	64	64	over	"			10
5	"			S. S. E.	S. by E.		4-5			29.93	65	64	64	over	"			10
6	"			South	"		4-5			29.92	65	64	64	"	"			10
7	"			S. by N.	"		5-6			29.92	66	64	64	over	"			10
8	"			S. S. N.	"		4			29.94	66	64	64	"	"			10
9	"			"	South		4			29.96	68	66	66	over	"			10
10	"			S. N.	S. S. N.		3-4			29.96	68	65	65	over	"			10
11	"			"	N. S. N.		3			29.95	67	65	65	over	"			10
Mid.	"			S. N. by N.	"		2			29.95	67	64	63	"	"			10

under the command of

Commander L. O. Kelser
Saturday June 3rd

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 AM.

Clear and pleasant. Bright moonlight. Quite S.W. breeze falling calm last hour.

W. H. Burge
Lieut. U.S.N.

4 to 5 AM.

Overcast and cloudy, damp. Calm. Inspected magazines and shellrooms. Temperature normal and no foul air.

W. H. Burge
Lieut. U.S.N.

5 AM to Noon:

Overcast and hazy weather. Quite breeze from S.W. backing to S.E. & barometer steady. Field day on both decks. The Commanding Officer awarded the following punishments: At Kuchikiee Is., disobedience of orders - 10 hours extra duty. The Commandant of the U.S. Naval Signal Station called officially on the Captain at 11 AM. While taking on ash lighter alongside carried away part of after grab-rope and slightly splintered the part aft of lower half part.

Midnoon to 4 PM.

Overcast, foggy and light drizzling rain. Moderate westerly breeze. Barometer fell. Got up ash and sent ash lighter ashore. Sent duty party ashore.

J. E. Borge, Ensign U.S.N.
J. E. Borge, Ensign U.S.N.

4 to 5 PM.

Overcast and hazy weather. Raining heavy and continually. Moderate to stiff breeze from S.W. Barometer about steady. Magazines inspected. Temperature aft 73-74, fore 74-75, mainmast 74-75, small arm 74-75. No foul air.

J. E. Borge, Ensign U.S.N.

5 PM to Midnight.

Overcast and hazy weather. Rainy throughout watch. Quite westerly breeze. Barometer steady. Received by Department 30 lb. biscuit, 30 lb. vegetables.

J. E. Borge, Ensign U.S.N.

Examined and found to be correct.

J. H. Hubbard, Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Sailing Ship *Essex*

Third Rate,

Moored to buoy in the Harbor of Newport R.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d°.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.		Forms of, by symbols.	Moving Air Masses, by symbols.	
A. M.																		
1	Moored			N. by E.	N. S. W.		2			29.96	66	62	62	sc. cum. cl.	hi			10
2	"			N. E. by N.	"		2			29.96	65	62	62	"	"			10
3	"			South	West		2			29.93	65	62	62	"	"			10
4	"			N by E.	Variable		2			29.94	65	62	62	"	"			10
5	"			N. E.	N. E.		2			29.96	66	61	61	sc.	"			10
6	"			"	"		2			29.98	66	60	60	"	"			10
7	"			"	"		2			30.00	63	60	60	"	"			10
8	"			"	"		3			30.00	64	62	61	bc.	bc. cu. str.			5
9	"			South	N. by N.		3			30.00	65	64	63	"	"			6
10	"			N by N.	South		3			30.00	65	66	64	"	"			6
11	"			"	"		3			30.00	66	67	65	"	"			6
Noon.	"			N by E.	"		2			30.00	67	68	66	"	"			6

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

2150 "

Coal consumed during the preceding 24 hours,

tons, 300 lbs.

Coal remaining on hand at noon,

127 " 610 "

P. M.																		
1	Moored		N. E. by N.	South	2					29.99	67	70	67		bc.	bc. S.		5
2	"		"	"	1					29.99	67	70	67		"	"		5
3	"		S. N.	S. N.	3					29.97	67	69	67		"	bc. cu.		5
4	"		N. W. by S.	"	3					29.97	67	68	66		"	"		5
5	"		S. W. by N.	N. E. N.	3					29.97	67	67	65		"	"		5
6	"		N. N.	N. N.	2					29.97	67	67	66		"	"		6
7	"		"	"	2					29.97	66	66	65		"	"		6
8	"		N. by N.	"	2					29.97	66	65	64		"	"		6
9	"		N. W. by N.	South	3					30.00	68	68	63		"	bc. S.		6
10	"		"	"	3					30.00	67	63	62		"	bc. cu.		6
11	"		N. by N.	"	3					30.00	66	62	61		"	bc. S.		6
Mid.	"		"	"	3					30.00	65	61	60		"	"		5

under the command of

Commander L. C. Palmer
Sunday June 22

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced, and until 11 am:-

Overcast and hazy. Raining during watch. Light westerly breeze. Barometer steady.

11 to 1 PM:-

Cloudy to overcast. Light breeze from S.W. Barometer rose. Inspected magazines, temperatures fixed ammunition aft, 73°-69°; forward, 74°-70°; small arm 74°-70°; no fuel on.

32° Breeze, Ensign U.S.N.

32° Breeze, Ensign U.S.N.

1 PM to Meridian:-

Partly cloudy, warm and pleasant. Gentle to light breeze from S.W. and North. At 2:00 minutes out at quarters. After which the Commanding Officer inspected the ship. Received an official visit from the President of the War College, Herbert G. Spencer.

Ensign U.S.N.

Meridian to 4 PM:-

Partly cloudy, fair and pleasant. Light air to gentle breeze from S.W. and North.

Herbert G. Spencer

Ensign U.S.N.

4 to 8 PM:-

Partly cloudy and pleasant. Gentle to light breeze from S.W. and N.W. Inspected magazines temperatures 72°-74°-73°; no fuel on.

Herbert G. Spencer Ensign U.S.N.

8 PM to Midnight:-

Partly cloudy and pleasant. Moonlight. Gentle breeze from North.

Herbert G. Spencer

Ensign U.S.N.

Examined and found to be correct.

J. H. Hubbard Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Moored to buoy in the Harbor of Newport R.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.			State of the Sea.	
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.		Water at Surface.	Form of by symbols.	Amount of rain.		Amount of rain.
A. M.																			
1	Moored			N. N. W.	N. N. W.		4			30.02	64	60	59	bcs	bc			2	
2	"			N. W.	"		4			30.02	61	59	58	"	"			2	
3	"			N. N. W.	"		4			30.03	61	59	58	"	"			2	
4	"			N. N. W.	"		4			30.04	60	58	57	"	"			2	
5	"			N. by E.	"		4			30.04	61	58	57	"	"			4	
6	"			N. N. W.	"		4			30.05	61	58	57	"	"			3	
7	"			" by N.	"		3			30.07	63	60	59	"	"			3	
8	"			N. by N.	"		3			30.07	62	60	59	"	"			3	
9	"			N. by N.	"		3			30.07	62	61	60	"	"			3	
10	"			"	N. by N.		3			30.08	63	62	61	"	"			3	
11	"			West	N. by N.		4			30.08	64	63	62	"	"			4	
Noon.	"			"	"		4			30.07	64	64	63	"	"			4	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																						
1	Moored	N. by N.	N. N. W.	4						30.05	64	65	63					bcs	bc		4	
2	"	N. by N.	"	4-5						30.05	64	66	64					bcs	"		5	
3	"	N. by N.	"	4-5						30.05	65	66	64					"	"		6	
4	"	N. by N.	West	4-5						30.04	65	65	64					"	"		6	
5	"	N. by N.	N. by N.	4-5						30.04	65	65	64					"	"		4	
6	"	West	West	4						30.04	65	65	64					bcs	"		3	
7	"	N. by N.	"	3						30.05	65	64	63					"	"		2	
8	"	N. by N.	N. by N.	3						30.05	65	63	62					"	"		3	
9	"	West	N. by N.	3						30.05	65	61	60					"	"		6	
10	"	N. by N.	N. by N.	3						30.06	64	60	60					"	"		6	
11	"	N. by N.	N. by N.	3						30.06	62	59	59					"	"		4	
Mid.	"	"	N. by N.	3						30.06	62	58	58					"	"		4	

under the command of

Commander L. C. Halsted
Monday June 28

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 12 AM:

Nearly clear and fair. Bright moonlight. Moderate breeze from N. E. W.

Hubert T. Sparrow

Ensign U.S.N.

12 AM to 1 AM:

Partly cloudy. Moderate breeze from N. E. W.
Inspected magazine temperatures 71°, 72°, 73°. No foul air. Recharge for Cox Department
334 lbs meat and vegetables.
Hubert T. Sparrow
Ensign U.S.N.

1 AM to Midnight:

Begins with clear fine weather and gentle breeze from N. E. W. Painting boat davits, awning
slat-ropes, upper works and inside paintwork. The wind backed to N. E. and increased to moderate
breeze. The surfboat went to sea. Received about 5000 gallons of fresh water for stammering pump
house and about 900 for drinking all from the Refining Station. The ship is riding
to the wind and the 1st tide.

Leop. J. Haywan Lieut. U.S.N.

Midnight to 2 PM:

Begins with clear fine weather and moderate breeze from N. E. W. At 110 fathoms sail.
Continued the painting. The wind came in squalls and during last hour backed to
West. The ship is riding to wind and the 2nd tide.

Leop. J. Haywan Lieut. U.S.N.

2 PM to 4 PM:

Begins with clear fine weather and moderate breeze from West in stiff squalls.
Finished the painting. At 1400 mustered the hands and served out clean
hammocks. The wind backed N. E. W. and then veered to West again and fell to
gentle breeze. At the end gentle breeze from N. E. W.

Leop. J. Haywan Lieut. U.S.N.

4 PM to Midnight:

Begins with clear fine weather and gentle breeze from N. E. W. Moon rose at 7:05
Wind backed to S. W. and then veered to N. E. W. again. The wind is from N. E. W. by N
at the end.

Leop. J. Haywan Lieut. U.S.N.

J. M. H. L. L. L. Navigator.

LOG of the UNITED STATES

Training Ship Ocean

Wind

Rate,

Moored to buoy in Harbor of Newport R.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.		State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of clouds by symbols.	Amount, estimated.	
A. M.																		
1	Moored			N by N.	N. N. E.		3			30.05	61	58	58		bc	bc	3	
2	"			N. S. E.	"		3-4			30.05	60	58	58		bc	bc	2	
3	"			N. by S.	"		3			30.05	59	57	57		bc	bc	2	
4	"			West	N. N. E.		3			30.05	58	57	57		"	"	2	
5	"			N. N. E.	N. E. by N.		3			30.06	59	56	56		"	bc	2	
6	"			N. N.	"		3			30.07	60	57	56		"	bc	2	
7	"			N. N. by N.	N. N.		3			30.08	60	57	58		"	"	2	
8	"			N. N. E.	"		3			30.08	61	60	59		"	"	2	
9	"			"	"		4			30.08	61	62	61		"	bc	2	
10	"			"	"		4			30.08	62	63	62		"	"	5	
11	"			N. N. by N.	"		4			30.08	63	64	62		"	"	5	
Noon.	"			N. N. E.	N. S. E.		4			30.07	62	62	63		"	"	5	

Position at 8 A. M. { Latitude by
Longitude by{ Latitude by observation
Longitude by observationPosition at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

"

Coal consumed during the preceding 24 hours,

tons, 200 lbs.

Coal remaining on hand at noon,

107 " 10 "

P. M.																		
1	Moored	S. N.	N. S. E.	4						30.05	63	63	62		bc	bc	5	
2	"	"	"	4						30.05	64	64	64		"	"	5	
3	"	"	"	3						30.06	65	64	64		"	"	4	
4	"	"	"	4						30.06	66	65	64		"	bc	4	
5	"	S. N. by N.	"	4-5						30.05	65	65	64		bc	bc	5	
6	"	N. S. E.	"	4						30.06	65	65	64		bc	bc	5	
7	"	"	"	3						30.05	66	64	64		"	"	5	
8	"	S. N. by N.	"	3						30.05	66	63	63		"	"	3	
9	"	N. S. E.	"	4						30.06	66	61	61		"	bc	2	
10	"	N. by S.	"	4-5						30.07	65	61	61		bc	bc	2	
11	"	"	"	4-5						30.07	64	61	61		"	"	2	
Mid.	"	N. N. E.	"	4						30.07	63	61	61		bc	"	2	

Commander L C Ketchum.
Tuesday June 24

, U. S. Navy,
1902 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 AM.

begins with fine clear moonlight and gentle breeze N.W. by W. The wind
back to N.W. and during second hour comes in squalls. At the end the wind recd.
to N.W.

Georg T. Heyward *Lincoln*

At 8 am.

Began with quite breeze from N.W. and fine clear moonlight weather. Received on board in Cay Department 384 pounds of fresh meat and of vegetables. Made the morning inspection of magazines and found the dry fresh and the temperatures normal. The temperatures were 71° and 61° in the fore-mast gun room, 70° and 68° in the fore-mast locker, and 69° and 66° aft. the fore-mast. Spent 4th at the last.

The wind from N.W. at the last.
 Capt. A. Haywar Lintuska!

I am to Meridian:-

Clear and pleasant. Moderate N.W. wind backing to N.E. last hour. At 9.30 mustered crew at quarters.

Meridian to 4 P.M.:

[illegible]

St. Louis.
Lent 1850.

4.6.8 PM -

Clear and pleasant. Breeze to stiff N.W. breeze. At 1130 mustered at quarters. Inspected magazine and shell rooms, found temperatures normal and air fresh. W. H. Bennett.

M. longipes

some. Midnight.

Barometer pleasant. Moon rose at 7.00. Wind to stiff westerly and somewhat breezy. Barometer rose slightly.

39. Briegleb, Ernst

Examined and found to be correct.

J. P. Hubbard *Limit as n.* Navigator.

Navigator.

LOG of the UNITED STATES

Training Ship Osceola

Wind Rate,

Moved to Bay in the Harbor of Newport R.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form of clouds by symbols.	Amount, estimated.	Direction of surface wind.	
A. M.																		
1	Moved			W by S	West		3			30.05	64	59	59	bc.	bc S			3
2	"			S by W	"		2			30.04	63	59	59	"	bc S			3
3	"			South	W. S. W.		1			30.04	64	59	59	"	S. m.			9
4	"			S. W.	S. W.		1			30.04	64	59	59	"	S. m.			8
5	"			S. S. W.	W. S. W.		1			30.04	63	59	59	"	bc W.			8
6	"			"	"		1			30.04	63	60	59	"	bc W.			6
7	"			South	S. W.		1			30.04	62	60	60	"	bc S			3
8	"			"	"		1			30.05	61	61	61	"	bc S			2
9	"			S. W. by S	"		3			30.06	63	62	61	"	bc S			3
10	"			"	"		3			30.06	64	65	64	"	"			3
11	"			S. W. by W	"		3			30.05	64	65	64	"	"			3
Noon.	"			"	"		3-4			30.03	64	65	64	bc. g.	"			3

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

450 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

tons, 200 lbs.

Coal remaining on hand at noon,

176 " 18-26 "

P. M.																		
1	Moved			W by S	S. W.		3			30.00	63	66	65	bc.	bc			2
2	"			W. S. W.	"		4			30.00	63	65	64	"	"			2
3	"			"	"		4			29.99	64	66	65	"	"			2
4	"			S. W.	"		5			29.97	64	65	64	"	bc S			3
5	"			"	"		4			29.97	65	64	63	"	"			3
6	"			"	"		4			29.93	65	64	63	bc. m.	bc. m.			5
7	"			S. W. by S	S. W. by S		3			29.93	64	63	63	"	bc.			8
8	"			S. S. W.	"		3			29.92	66	63	63	"	bc.			10
9	"			S. by W	"		3			29.93	67	63	63	bc.	bc.			9
10	"			"	"		3-4			29.89	67	63	63	bc. g.	"			9
11	"			South	S. by W		4-5			29.86	66	63	63	"	"			10
Mid.	"			S. S. W.	"		4-5			29.85	65	63	63	"	"			10

under the command of

Commander L. C. Hubert
Wednesday June 25

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and ends at 0000:-

Nearly clear to cloudy. Bright moonlight, except when obscured by clouds. Gentle breeze to light air from N.W. to S.W.

Hubert L. Spaw Ensign, U. S. N.

4 to 8 AM:-

Became cloudy. Clearing at end. Light variable and. Inspected magazines and shell rooms, normal temperatures, air fresh. Received in Department S & A, 250 1/2 lbs fresh meat and 200 1/2 lbs fresh vegetables.

W. W. Kneigh. Lieut. U. S. N.

8 AM to Meridian:-

Fair and cool. Gentle breeze from S.W. Barometer falling. Mustered at quarters at 9:30; all accounted for. Apprentices instructed in stations at gun quarters and at the gun. Sounded Fire Quarters and then abandoned ship, not getting provisions, but lowered boats and shoved off clear of ship.

J. E. Briggs, Ensign U. S. N.

Meridian to 4 PM:-

Nearly clear cool and pleasant. Gentle to stiff breeze from S.W. From 1:30 to 2:00 instructed apprentices in stations aloft and in head of running gear. The following articles were turned into store to the General Storekeeper, Training Station, Newport, R. I. 35. Histories, 35 Spellers, 34 Arithmetics, 35. Readers, 49 School Song books, 700 Geography and 36. Slates

Hubert L. Spaw Ensign U. S. N.

4 to 8 PM:-

Fair but clouding, becoming overcast last hour. Gentle to stiff breeze from S.W. Barometer falling. Mustered at quarters at 4:00, all accounted for. Magazines inspected, found temperatures normal and air pure. Gun turned in scrubbed, hauled.

J. E. Briggs Ensign U. S. N.

8 PM to Midnight:-

Cloudy and overcast. Equally last three hours. Gentle to stiff breeze from S.W. and S.W. Barometer falling.

Hubert L. Spaw Ensign U. S. N.

Examined and found to be correct.

J. M. Hubbard Lieut. U. S. N. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Fund Rate,

Moored to buoy in the Harbor of Newport R.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air-Wet bulb.	Water at Surface.			Form of, by symbols.	Meaning form.	Ambient in tenths.	
A. M.																				
1	Moored			S by N	South		12			29.80	65	63	63		sc. c.	st		10		
2	"	*		S by E	"		4.5			29.73	64	63	63		range	"		10		
3	"	"		S by E	"		4.5			29.65	65	64	64		"	"		10		
4	"	"		South	"		4.5			29.60	65	64	64		"	"		10		
5	"	"					4.6			29.53	64	65	65		"	"	End	10		
6	"	"		S by E	S. E.		4.6			29.48	63	65	65		"	"	"	10		
7	"	"		South	South		4.5			29.42	63	65	65		"	"	"	10		
8	"	*		S by N			4.5			29.40	65	65	65		"	"	"	10		
9	"	"		S. N.	S. N.		4.5			29.36	66	65	65		sc. c.	sc.		10		
10	"	*		N by E	West		12			29.35	66	68	60		bc.	bc.		9		
11	"	"		N. N. E.			5			29.35	70	70	69		bc.	bc.		7		
Noon.	"	"		N by N	N. by N.		5			29.36	71	72	70		"	bc.		6		

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

gallons.

10-00

tons, 640 lbs.

126

885

P. M.	Moored	S. N. by N	S. N.	12																
1	"	N. N. E.	S. N.	12						29.41	71	73	70			bc.	bc.		12	
2	"	S. N. by N	"	12						29.44	71	72	69			bc.	bc.		3	
3	"	S. N.	"	12						29.49	71	73	69			"	bc.		3	
4	"	"	"	12						29.51	71	73	69			"	bc.		3	
5	"	S. N. by N	"	12						29.53	69	70	66			"	bc.		3	
6	"	"	"	12						29.57	69	70	67			"	bc.		2	
7	"	S. N.	"	12						29.60	69	68	66			"	bc.		5	
8	"	"	"	12						29.62	69	66	65			"	bc.		4	
9	"	S. N. by N	"	12						29.66	69	68	65			"	bc.		4	
10	"	S. N.	S. N.	12						29.65	69	68	63			bc.	bc.		4	
11	"	S. N. by N	S. N. by N	12						29.67	68	62	62			bc.	bc.		4	
Mid.	"	"	"	12						29.69	66	61	61			"	bc.		5	

under the command of

Commodore L. C. Holmes
Thursday June 26

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 AM:-

Begins with cloudy weather threatening rain and with moderate breeze from S by N. During first hour at light drizzle. Remains for three hours stiff squalls the wind backing to South and a heavy steady rain. Barometer ~~to 30.00~~ ^{to 30.00} rapidly.

Leop. N. Hayward Lieut. U.S.N.

4 to 8 AM:-

Overcast raining. Moderate to stiff southerly breeze. Barometer fell rapidly. Received in Bay Department 2000 lbs meat 2000 lbs the vegetables. Magazines inspected. Temperature of 68-66. 68-66 small am. 68-67. No foul air.

37° Spring Ensign U.S.N.

8 AM to Meridian:-

Overcast to cloudy. Squally and threatening weather. Barometer steady. Moderate to stiff breeze from S by N. Wind. At 9:30 went to general quarters and instructed apprentices in duties until 10:30. The U. S. S. Indiana entered the harbor and anchored at 10:30. From 10:30 to 11:15 instructed apprentices in stations at arm and away tops.

Wm. R. Spaw Ensign U.S.N.

Meridian to 4 PM:-

Begins with fine pleasant weather and stiff breeze from S by N. with fresh squalls. At 1:30 instructed apprentices in the head of the gear and in their office at sail drill. The wind increased in force. A number of fishing schooners are in for shelter. The sea is choppy for small boats.

Leop. N. Hayward Lieut. U.S.N.

4 to 8 PM:-

Nearly clear to cloudy, pleasant. Still to light breeze from S by N. Inspected magazines. Temperature 70-68-65, no foul air. At 6:30 mustered crew, all accounted for, after which exercised at sitting up drill.

Robert S. Spaw Ensign U.S.N.

8 PM to Midnight:-

Begins with fine clear weather and light breeze from S by N. The wind veered to S by N by N.

Leop. N. Hayward Lieut. U.S.N.

J. F. Hubbard Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Hull

Rate,

Moored to buoy in the Harbor of Newport R.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount, estimated.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Under Water.		Form of, by symbols.	Meaning form.		
A. M.																				
1	Moored			N. by E.	N. by E.		2			29.68	64	60	60			bc	bc 3		7	
2	"			N. by E.	N. by E.		2-3			29.68	64	60	60			"	"		6	
3	"			N. by E.	"		3			29.67	62	59	58			"	bc 3		4	
4	"			N. by E.	"		3			29.67	62	58	57			"	"		3	
5	"			N. by E.	S. by E.		3			29.71	62	59	58			"	bc 5		2	
6	"			N. by E.	N. by E.		2			29.72	63	59	58			"	"		2	
7	"			"	"		2			29.72	62	60	58			"	"		2	
8	"			West	"		2			29.72	62	61	59			"	"		2	
9	"			N. by E.	N. by E.		4			29.71	64	64	61			"	bc 3		3	
10	"			N. by E.	N. by E.		5-6			29.72	64	65	62			bc 3	"		4	
11	"			N. by E.	"		5-6			29.72	66	67	63			"	bc 3		4	
Noon.	"			N. by E.	"		6			29.72	67	68	64			bc 3	"		3	

Position at 8 A. M. { Latitude by 0 " "
 { Longitude by 0 " "
 { Latitude by observation 0 " "
 { Longitude by observation 0 " "
 Position at noon: { Latitude by D. R. 0 " "
 { Longitude by D. R. 0 " "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by 0 " "
 { Longitude by 0 " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

500 gallons.

1000
tons, 950 lbs.

125 " 2143 "

P. M.																				
1	Moored			N. by E.	N. by E.		6			29.74	69	69	66			bc	bc 3		2	
2	"			"	"		6			29.75	69	67	66			"	"		2	
3	"			"	"		6			29.77	70	66	66			"	"		5	
4	"			"	"		6			29.78	71	69	66			"	"		5	
5	"			N. by E.	N. by E.		6			29.78	68	69	66			"	bc 5		5	
6	"			West	"		1			29.78	68	70	67			"	"		5	
7	"			N. by E.	"		1			29.83	68	68	65			"	"		5	
8	"			"	N. by E.		1			29.86	69	66	66			"	bc 6		6	
9	"			N. by E.	N. by E.		2			29.89	69	65	63			"	bc 5		2	
10	"			West	"		2			29.88	68	64	63			"	"		1	
11	"			N. by E.	"		3			29.88	67	63	62			"	"		2	
Mid.	"			West	"		3			29.88	66	62	61			"	"		3	

under the command of *Commander L. C. Palmer*
Friday June 27

, U. S. Navy,
, 1902 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 11 AM.

Early clear and pleasant. Light to gentle breeze from N.W. by S. to S.W. by E.

W. H. Knapp
Lieut. U.S.N.

11 to 8 AM.

Early clear pleasant. Gentle to light breeze from S.W. and N.W. by E. Hoisted smoke pipe and lighted fire in boiler B at 6:10 for distilling purpose. Inspected magazine temperatures 75°, 65°, 70°, no foul air. Received in Pay Department 3000 of the pay and vegetable fund sail to a luncheon.

W. H. Knapp
Ensign U.S.N.

8 AM to Meridian.

Begin with light breeze from N.W. by E. and fair pleasant weather. At 9:00 inspected at quarters and had fire drill. Went to station for abandon ship. The Captain of the Indiana paid a visit of ceremony on board. Steam forward in boiler at 10:00. Hoisted the royal and topgallant yards ready for going aloft. Serving out rain clothes to the boys. The wind increased with squalls and rained to N.W. by E. The Captain gave three pennants to W. H. Knapp, Apprentice 3 class, for smoking 1st class no money while in the ship; to L. Knapp, Ship's Cook 4 class, for being filthy around mess table, nights in cell.

George M. Haywood
Lieut. U.S.N.

Meridian to 4 PM.

Clear and pleasant. Fresh N.W. wind with squalls. Hoisted topgallant and royal yards. At 12:30 began distilling into ship's tanks. Transferred 67 bag Appreth 3 class to U.S.S. Constellation. Received from U.S.S. Constellation with bag, hammock and necessary transfer papers P. Sumner, Sea, J. S. Sautter, Sea, and J. S. Sautter, Sea.

W. H. Knapp
Lieut. U.S.N.

4 to 8 PM.

Begin with fair pleasant weather and fresh breeze from N.W. by E. Made the afternoon inspection of magazine and found the air fresh and the temperatures normal. The temperatures were 75 and 70 in the first ammunition room; 69 and 67 in the magazine locker; and 65 and 61 off. At 5:00 mustered at quarters. Began to make ready for sea. L. Knapp, Ship's Cook 4 class, is confined for the night. Distilling with steam from boiler.

George M. Haywood
Lieut. U.S.N.

8 PM to Midnight.

Clear and fine. Gentle N.W. breeze. Moon rose 11:20.

W. H. Knapp
Lieut. U.S.N.

J. H. Hubbard
Lieut. U.S.N.

LOG of the UNITED STATES

Sailing Ship Essex

Thos. Rate,

Bound to Bury in Harbor of Newport R.I. and making passage from Newport R.I. to Rockport Mass.

Hour	Knots	Tenths	Reading of Patent Log	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.				State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Formed at by symbols.	Motion of wind.	Amount, state of sky.		
A. M.																				
1			Boarded by day	N. by E.	West		3			29.88	65	61	60		bc.	bc. S.			3	
2			"	S. by E.	N. by E.		3-4			29.89	64	60	59		bc. S.	bc. S.			3	
3			"	N. by E.	"		2			29.90	62	59	59		bc.	bc. S.			3	
4			"	N. by E.	West		3			29.91	62	58	58		"	bc. S.			3	
5			"	S. by E.	"		3			29.92	62	58	58		"	bc. S.			3	
6			"	West	N. by E.		3			29.96	62	60	59		"	"			3	
7			"	N. by E.	N. by E.		3			29.98	62	61	59		"	"			3	
8			"	N. by E.	"		4			30.00	65	65	63		"	"			3	
9			"	"	"		4			30.00	66	67	65		"	bc. S.			3	
10			Not under way	"	"		4			30.01	67	70	67		"	"			5	
11:20			Under way	Under way	N. by E.		4			30.01	67	70	67		"	"			7	
Noon.			Under way	Under way	"		4			30.00	67	69	66		"	"			7	

Position at 8 A. M. { Latitude by
Longitude by{ Latitude by observation
Longitude by observationPosition at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on SE 1/2 E

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

40° 57' "N
70° 13' "W
11° 00' "N
7° 39' "N
3° 21' "N
6.00 gallons.
15.00 "
19.00 "
3 tons, 2100 lbs.
1.32 " 65 "

P. M.																		
1	5	1	50	SE 1/2 E	N. by E.		3			29.99	67	67	65	61	bc.	bc. S.		6 S
2	5	1	13.9	"	"		3			30.00	66	66	65	61	"	"		6 "
3	5	0	21.9	"	"		4			30.00	66	66	65	60	"	"		6 "
4	5	0	25.3	"	"		3-4			30.00	65	65	64	60	"	"		6 "
5	5	1	35.0	"	"		4			30.00	65	64	64	58	bc. S.	bc. S.		9 "
6	5	1	42.6	"	"		4			30.00	65	63	62	57	"	"		9 "
7	5	1	45.0	"	West		4			30.02	65	62	62	56	"	"		4 "
8	5	1	57.1	"	"		4			30.02	64	60	60	54	"	"		4 "
9	5	2	63.3	"	"		3-4			30.03	64	60	60	54	"	"		3 "
10	5	2	68.7	SE	"		3-4			30.03	64	60	60	54	"	"		3 "
11	5	4	74.1	"	"		3-4			30.02	62	59	59	54	"	"		2 "
MID.	4	5	74.9	"	"		3			30.01	62	58	57	54	"	"		2 "

87

, U. S. Navy,
1902 .

Commences and until same.

J. E. Poirer, Ensign U.S.A.

Mo & Am:-

George Hayward Luntusm.

Sam to Meridian:-

Wharfedale Limestone

Meridian to 12 P.M.:-

At 6 PM:-

Herbert S. Sparrow
Emeryville, Cal.

6 to 8 PM:-

~~Ships Captains and~~ Confined for the
George H. Hayward ~~First U.S.N.~~

W. H. K. Knight. Lieut. U.S.N.

J. Hubbard *Lieutenant* *Navigator.*

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Making Passage from Newport R.I. to Rockport Mass

Hour.	Knots.	Fathoms.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount, as to rain.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form at, by symbols.		Amount, as to rain.			
A. M.																				
1	5	2	84	SE	N. by E.		1			30 02	61	57	57	54	haze	bc			6	8
2	4	1	85.2	SE by E	N. by E.		4			30 04	62	57	57	54	"	"			6	"
3	5	1	94.6	"	N. by E.		3			30 05	62	57	57	54	"	bc			5	"
4	4	1	98.5	"	N. by E.		3			30 06	62	57	57	52	"	"			5	"
5	3	0	1.5	"	N. by E.		2			30 02	62	57	57	52	bc	bc			9	"
6	2	2	27	"	N. by E.		0-1			30 02	63	57	57	51	"	"			9	"
7	1	1	48	"	"		0-1			30 04	64	59	59	51	"	"			9	"
8	0	4	52	"	"		0-1			30 03	63	61	61	57	"	"			9	"
9	0	7	5.3	N. by E. by E.	N. by E.		0-1			30 05	64	61	61	57	"	"			9	"
10	0	5	5.4	East	N. by E.		0-1			30 04	64	63	62	52	"	"			9	"
11	0	4	5.5	East	N. by E.		0-1			30 04	63	63	62	52	"	"			9	"
11:45 Noon.			100.5	E. by E.	N. by E.		0-1			30 00	63	61	61	52	haze	"			9	"

97.0
 Position at 8 A. M. { Latitude by DRP
 Longitude by DRP
 Latitude by observation
 Longitude by observation
 Position at noon: { Latitude by D. R.
 Longitude by D. R.

40° 46' " A
 69° 22' 30" W
 0 " "
 40° 47' " A
 69° 9' " W

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by DRP
 Longitude by DRP

41° 27' " A
 69° 28' 30" W
 11° 30' W
 3° 08' W
 18° 22' S

Variation of compass:

Error of compass observed at

Deviation of compass on N. E. by E. by E.

Water expended during the preceding 24 hours,

gallons.

Water *Distilled* during the preceding 24 hours,

500

Water remaining on hand fit for use at noon,

1600

Coal consumed during the preceding 24 hours,

3000

Coal remaining on hand at noon,

2 tons, 1650 lbs.
 119 " 635 "

P. M.	Knots.	Fathoms.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Barometer.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather by symbols.	CLOUDS.	Amount, as to rain.	State of the Sea.
1	5	2	84	SE	N. by E.	0-1			29.98	62	59	59	52	bc		10	8
2	3	0	8.5	SE by E	"	0-1			29.96	61	57	58	51	bc		10	"
3	6	2	14.7	"	"	1			29.93	59	55	55	51	"		10	"
4	6	5	21.2	"	"	2			29.91	57	53	53	50	"		10	"
5	4	3	26.5	"	E. by E.	2			29.88	57	52	52	50	"		10	"
6	6	7	34.8	N. by E.	"	3-6			29.87	59	54	54	50	"		10	"
7	6	9	46.7	"	East	3-4			29.86	61	55	55	51	"		10	"
8	7	4	49.1	"	"	4			29.85	61	55	55	51	"		10	"
9	7	2	56.3	"	E. by E.	4			29.84	61	55	54	50	bc		10	"
10	7	5	62.8	"	"	4			29.83	62	53	53	51	bc		10	"
11	6	9	70.7	N. by E.	"	6			29.82	62	51	54	53	bc		10	"
Mid.	6	9	77.6	"	"	3			29.84	61	51	50	54	"		6	"

under the command of

Commander L. C. Bulmer
Sunday June 29

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 8 AM. Fair and cool. Breeze around horizon. Moderate breeze from N. E. W. veering to N. W. S. Barometer rose. Ship on course S. to (see) under all plain sail to topgallant sail. 100 feet main sail and with main top sail and foremast staysail until 1.00 PM. Patent log reading 32.2. Hauled on and hauled up spunk and main top sail and changed course to S. E. W. (see). At 2.00 a Chatham Light Ship was broad off port beam about one mile distant. Pat. log 32.2. Distilling with boiler D. Dried fish on board D. Cook depending at 5.00 and 6.00 getting 27.5 and 28 fathoms gray sand.

33. Briggs, Onigull, S. W.

Cloudy, hazy and foggy about horizon. Light breeze from S. W. to calm. Throughout watch ship on course S. E. W. (see) under all foremast staysail and square sail to topgallant sails. 100 feet main sail. At 6.00 set flying jib and royals. Cook soundings as follows: 5.00-54 fathoms fine gray sand; 6.00-53 fms; 7.00, 50 fms. Inspected magazine. Temperature 59.70; 59.70; no foul air. Several fishing schooners close aboard. Five banked in boiler A. Distilling with boiler D. at mid watch 52.8 mile. Midair.

33. Briggs, Onigull, S. W.

Began with cloudy hazy weather with fog banks on the horizon and light foggy air from N. W. S. At 8.00 got a cast in 32 fathoms water with sand and broken shells. At 9.00 the bottom inspected at quarters. It was stopped distilling. The Captain inspected the ship. The ship falls off frequently. This is for part of past two hours. At 10.00 cupped the screw and shaft. At 11.00 hauled in patent log reading 105.5. At 12.00 hauled down flying jib. At 1.00 got a cast in 32 fathoms water gray sandy bottom with broken shells and black specks. Hauled up the prospect and found the logs. At the end the ship is under the foremast staysail, jib to sails and topgallant sails with the flag yard square and the main up by the first boom waiting for the breeze with the ship keeping about S. E. W. Admiring saw began falling at the end. Cloudy with foggy light air and expanded from a fog. At 12.00 got a cast in 32 fms in A and boiler.

George N. Hayward, Lieut. U. S. N.

Midair to 6 PM. Overcast, cloudy and rainy and misty. Fog banks on horizon. Calm to light easterly breeze. At 7.00 shortened sail and at 8.00 proceeded on course S. E. W. (see) under steam alone. At 9.00 set fore and aft sail. Steam on boiler A. B. Steam 47.1 revolutions.

33. Briggs, Onigull, S. W.

6.00 PM. Overcast and raining. Foggy weather. Light to moderate breeze from S. E. W. Barometer fell. On course S. E. W. (see) until 6.00 when changed to S. E. W. (see) patent log 250. Under steam from boiler A and B. and all fore and aft sail. Cook soundings at 6.00 getting 52 fathoms, gray sand and broken shells. Five banked in boiler D. At 7.00 steam 47.1 revolutions.

33. Briggs, Onigull, S. W.

6.00 PM. Overcast misty and raining. Breeze to moderate breeze from East. Throughout watch ship on course S. E. W. (see) under steam, boiler A and B. and flying jib, jib, foremast staysail, main top sail and spunk. At 6.10 set fore sail. At 8.00 took in flying jib. Cook soundings as follows: 7.00, 50 fms, g. 4.00, 5.00, 5.00, g. and g. At end of watch pat. log 1.00. The log 4.00, g. 4.00, g. 4.00.

33. Briggs, Onigull, S. W.

Began with cloudy cool and rainy weather with a moderate breeze from S. E. W. At 9.00 sighted Chatham Light bearing about N. W. S. by standard compass. Patent log reading 330. Lighted Black Pt. Light Seal. Monoway Light and Collored Shoal Light vessel. At 10.00 patent log reading 628 changed course to S. E. W. by standard compass. At 10.00 there were the magnetic bearing. Black Pt. Light Seal, 32.2 N. and Chatham Light 160.2 N. At 10.45 sighted Point Beacon bearing N. W. N. magnetic. Lighted the horn of Cape Cod Light. Lighted many fishing vessels at anchor. The rain stopped the ship gave clear and the wind fell to light air. At 11.00 hauled up the fore sail. At the end the ship under all fore and aft sail save the flying jib steaming from A and B boilers, turning at 4 N. by standard compass and on their magnetic bearings. Chatham Light, 171 N. Point Beacon 256 N. Five are banked in D boiler. Steam 57.5 revolutions.

George N. Hayward, Lieut. U. S. N.

Examined and found to be correct.

J. H. Philbeck, Lieut. U. S. N., Navigator.

LOG of the UNITED STATES

Sailing Ship Essex

Third Rate,

Making Passage from Newport R.I. to Rockport, Mass. and at anchor in the Harbor of Rockport, Mass.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.		State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of clouds.	Amount, in tenths.	
A. M.																	
1	4	5	12.1	N. 1/2 E.	N. E. by N.	4			29.90	62	57	57	54	b. c.	bc. 3	5	5
2	4	9	87.0	"	"	4			29.91	62	57	57	54	"	bc. 3	7	"
3	5	3	82.2	"	"	4			29.91	61	57	57	54	b. c.	bc. 3	3	"
4	5	3	85.7	N. 1/2 E.	"	3			29.91	61	57	57	54	"	bc. 3	4	"
5	6	5	40.5	"	N. E. by E.	3			29.93	61	57	57	54	b. c.	"	3	"
6	6	0	10.5	"	"	3			29.97	61	60	59	55	"	"	3	"
7	6	1	16.6	"	N. E.	4			29.99	61	60	60	55	"	"	3	"
8	6	0	22.6	"	"	4			30.01	61	61	60	55	"	"	3	"
9	5	7	28.3	"	"	3			30.02	61	61	60	55	b. c.	bc. 3	1	"
10	6	4	34.7	"	"	2			30.05	61	61	60	55	"	"	1	"
11	5	8	40.5	"	"	1			30.05	60	61	60	55	"	"	1	"
Noon.	Anchor			E. N. E.	E. N. E.	1			30.05	61	63	62		"	bc. 3	1	"

61.9
Position at 8 A. M. { Latitude by *Drum*
Longitude by

42° 26' " N

70° 21' " W

Latitude by observation

Longitude by observation

Position at noon:

Latitude by D. R.

Longitude by D. R.

42° 39' " N

70° 37' " W

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

135 miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "

0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2500 "

Coal consumed during the preceding 24 hours,

8 tons, 1120 lbs.

Coal remaining on hand at noon,

110 " 1755 "

P. M.																	
1	Anchor	E. by S	S. S. E.	1	30.05	63	64	63	b. c.	bc. 3						4	
2	"	South	E. by S.	2	30.06	65	65	62	"	"						4	
3	"	"	"	2	30.05	65	66	63	"	bc. 3						7	
4	"	S. by N.	South	3	30.03	66	66	63	"	bc. 3						7	
5	"	S. N.	"	3	30.02	66	63	62	"	bc. 3						7	
6	"	"	"	3	30.00	62	61	60	"	"						7	
7	"	S. N. by S.	"	3	30.00	62	60	59	"	"						8	
8	"	S. N.	S. N.	3 1/4	30.03	63	61	59	"	"						6	
9	"	S. N. by S.	"	3 1/4	30.04	65	61	60	"	bc. 3						10	
10	"	"	"	3 1/4	30.03	65	61	60	"	"						10	
11	"	"	"	3 1/4	30.02	64	60	59	"	bc. 3						10	
Mid.	"	S. S. N.	"	3 1/4	30.01	63	59	58	"	"						10	

under the command of *Commander L. C. Palmer,*
Monday June 30

, U. S. Navy,
1890.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended 4 AM.

Generally cloudy at beginning; at end clear and fine. Breeze to moderate breeze from S by S to NNE. Moon rose at 12.10. At 10.30 changed course to NNE & N. Cape led at bearing N 42 E. Current strong S by S. Cook on fore and aft sail at 10.00 and reset at 11.00. Drift 0.7, resolution 0.4.

At 5 AM.

Fair and cool. Hazy and foggy around the harbor. Breeze to moderate breeze from NNE to NNE E. Barometer rising. Ship on course NNE & N. 42 E. under steam from boiler No. 1 and with all fore and aft sail. At 6.10 took in all sail. Lighted land ahead and on port bow at 7.00. Sent apprentices over the mast head. Magazines inspected, temperatures of 66° 67° fah; ammunition 67° 68° small arm, 66° 65°; no foul air. Bunked fire in boiler No. 1 at 10.00. At 10.00.

W. W. W. Lunt

23. 1890.

8 AM to Noon.

Marly clear fair and pleasant. Breeze to light air from NNE to NNE E. At beginning of watch on course NNE & N. 42 E. under steam alone. Made preparations for entering port. Engaged the companies and details belonging to the Battalion. At 10.52 called all hands bring ship to anchor and from that time on stood in to harbor under the arm of the Commanding Officer steering various course. At 11.15 let go the port anchor in the harbor of Newport, Massachusetts in 5 fathoms water hard sandy bottom, with 65 fathoms inside house rope on port chain. Ship draft, fore 14' 2"; aft 12' 10". Bunking at anchorage. Red buoy to NNE 2 N. Light Red spindle NNE 1/2 N. both magnetic. At 12.30 began distilling with boiler A. Let fires die out in boilers "Band T." At steam 11.20. Commanding Officer awarded following punishment: Seaman, N. 183, 30 days full pay, and deprivation of all monthly money.

Herbert G. Sparrow

Midnight to 4 PM.

Began with fair pleasant weather and light breeze from SE to E. At 1.30 hoisted sail for entrance. Had third period drill. At about 4.30 furlled sail. Distilling with steam from boiler. The wind ceased to south and changed to light breeze.

George A. Hayman

At 5 PM.

Clouds pleasant weather. Breeze to S by S. Breeze. At 1.00 mustered at quarters. Sent down light yard. Inspected magazines and sheltering, normal temperatures and no foul air.

8 PM to Midnight.

Overcast. Passing rain showers last two hours. Breeze to moderate breeze from S by S. At 10.10 knocked off distilling, the tanks being full and banded fire in B boiler.

W. W. W. Lunt

Herbert G. Sparrow

Approved,
L. C. Palmer
Commanding U. S. N. Comdg

Examined and found to be correct.

J. P. Hubbard *Lunt* *1890.* *Signature.*

LOG of the UNITED STATES

Training Ship Endeavour

Ship

Rate,

At anchor in the Harbor of Rockport, Mass.

Hour.	Knots.	Tenth.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.				State of Sea.
					Direction by Standard Compass.		Force.		Height in inches.	Ther. at d°.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of clouds, by symbols.	Amount, in tenths.			
A. M.																			
1	At anchor			Sby N.	Sby N.		3		29.99	63	53	62	bc. cl.	bc.		10			
2	"			Sby E.	Sby N.		3		29.97	63	53	53	"	"		10			
3	"			South	"		3		29.94	63	55	54	bc. cl.	S by		10			
4	"			"	"		3		29.93	63	57	55	bc. cl.	bc.		10			
5	"			Sby N.	"		3		29.91	62	58	57	bc. cl.	bc.		10			
6	"			Sby N.	Sby E.		3		29.91	62	59	58	bc. cl.	bc.		10			
7	"			West	South		3		29.91	60	58	58	bc. cl.	bc.		10			
8	"			West	Sby E.		3		29.90	60	57	57	bc. cl.	bc.		10			
9	"			South	"		3		29.90	59	57	57	bc. cl.	bc.		10			
10	"			East	"		3		29.90	59	57	57	"	"		10			
11	"			"	East		2-3		29.91	60	58	58	"	"		10			
Noon.	"			Sby E.	Sby E.		3		29.93	60	57	58	bc. cl.	bc.		10			

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

750 "

Water remaining on hand fit for use at noon,

2750 "

Coal consumed during the preceding 24 hours,

tons, 2210 lbs.

Coal remaining on hand at noon,

109 " 1785 "

P. M.																	
1	At anchor	Sby N.	Sby N.	4		29.93	60	57	57		bc. cl.	bc.	10				
2	"	Sby E.	"	4		29.95	60	57	57		bc. cl.	bc.	10				
3	"	"	Sby E.	4		29.91	59	57	57		bc. cl.	bc.	10				
4	"	Sby N.	Sby E.	3		29.94	59	57	56		bc. cl.	bc.	9				
5	"	Sby E.	"	3		30.00	58	56	56		bc. cl.	bc.	8				
6	"	Sby E.	"	4		30.03	60	57	57		bc. cl.	bc.	8				
7	"	"	"	1		30.03	61	57	57		bc. cl.	bc.	8				
8	"	Sby N.	"	2		30.03	61	55	55		bc. cl.	bc.	8				
9	"	Sby E.	"	1		30.05	61	55	55		bc. cl.	bc.	8				
10	"	Sby N.	Sby N.	2-3		30.06	61	55	55		bc. cl.	bc.	8				
11	"	Sby N.	"	2		30.07	61	55	55		bc. cl.	bc.	8				
Mid.	"	Sby E.	"	2		30.07	61	55	55		bc. cl.	bc.	8				

under the command of

Commander L. C. Hayward
Wednesday July 1

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 AM:-

Began with cloudy cool weather and gentle breeze from S.W. The wind backed to S by 4. Some are barked in 2 boilers.

George Hayward Lieut. U.S.N.

At 8 AM:-

Overcast clouds and raining. Mety around horizon. Smith began from S by 4 backing to South. Received in Department Sand & 1/2 lb. the fresh meat, 20 lbs fresh bread, and 12 lbs fresh vegetables. Inspected magazines and shellrooms, found temperature normal and air fresh.

J. C. Briggs Lieut. U.S.N.

At 10 AM to Midday:-

Overcast and raining entire watch. Hazy weather. Smith began from S by 4 backing to S by 5. Barometer rose slightly. Mustered crew at quarters and for first time, apprentices had divisional drill. The afternoon awarded the following punishment: Surgeon J. C. Briggs, committing a nuisance on the ship deck with glass and other dirty for one week. Barked four on boiler No. 1.

J. C. Briggs, Ensign U.S.N.

Midday to 4 PM:-

Overcast and cloudy. Drizzling rain first hour. Moderate to gentle breeze from N.E. and S.W. & S. All day fine to see out in boiler No. 1. From 1:00 to 2:15 - Spencer & Simpson as per routine.

Robert L. Spawors Ensign U.S.N.

At 8 PM:-

Began with cloudy cool weather and gentle breeze from N.E. At 4:00 mustered at quarters. Boogie, royal, and topgallant yards. J. C. Brown, Signal Cook, & crew, is relieved for the night. The pay is cleared. Made the afternoon inspection of magazines and found the air fresh and the temperatures normal. Made the weekly test of life buoy and found them in order.

George Hayward Lieut. U.S.N.

8 PM to Midnight:-

Fair and pleasant. Light breeze from the N.W. shifting to the S.W. the third hour. Barometer rose.

J. C. Briggs, Ensign U.S.N.

Examined and found to be correct.

J. A. Hubbard Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Thad Rate,

At anchor in the Harbor of Rockport, Mass.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.			the State of Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.		Form of clouds.	Amount of rain.	Amount of snow.	
A. M.																			
1	<i>At anchor</i>			<i>N by E</i>	<i>N by N</i>		<i>1</i>			<i>30 05</i>	<i>59</i>	<i>56</i>	<i>56</i>		<i>h</i>	<i>None</i>		<i>0</i>	
2	"			<i>N by E</i>	<i>Variable</i>		<i>1-2</i>			<i>30 08</i>	<i>60</i>	<i>56</i>	<i>56</i>		<i>h, some</i>			<i>2</i>	
3	"			<i>N by E</i>	<i>N by E</i>		<i>1</i>			<i>30 09</i>	<i>60</i>	<i>55</i>	<i>55</i>		<i>"</i>			<i>2</i>	
4	"			<i>N by E</i>	<i>N by N</i>		<i>0-2</i>			<i>30 10</i>	<i>61</i>	<i>55</i>	<i>55</i>		<i>h.</i>	<i>Light</i>		<i>2</i>	
5	"			<i>N by E</i>	<i>"</i>		<i>3</i>			<i>30 12</i>	<i>60</i>	<i>56</i>	<i>56</i>		<i>"</i>	<i>Light</i>		<i>4</i>	
6	"			<i>"</i>	<i>"</i>		<i>3</i>			<i>30 17</i>	<i>60</i>	<i>57</i>	<i>57</i>		<i>"</i>	<i>"</i>		<i>4</i>	
7	"			<i>"</i>	<i>"</i>		<i>2</i>			<i>30 19</i>	<i>61</i>	<i>60</i>	<i>58</i>		<i>"</i>	<i>Light</i>		<i>2</i>	
8	"			<i>"</i>	<i>"</i>		<i>2</i>			<i>30 20</i>	<i>62</i>	<i>62</i>	<i>60</i>		<i>"</i>	<i>Light</i>		<i>2</i>	
9	"			<i>"</i>	<i>"</i>		<i>2</i>			<i>30 21</i>	<i>64</i>	<i>64</i>	<i>62</i>		<i>"</i>	<i>"</i>		<i>2</i>	
10	"			<i>N by N</i>	<i>"</i>		<i>2</i>			<i>30 24</i>	<i>65</i>	<i>67</i>	<i>65</i>		<i>h</i>	<i>None</i>		<i>0</i>	
11	"			<i>North</i>	<i>N by E</i>		<i>2</i>			<i>30 24</i>	<i>66</i>	<i>69</i>	<i>67</i>		<i>h.</i>	<i>Light</i>		<i>2</i>	
Noon.	"			<i>"</i>	<i>"</i>		<i>2</i>			<i>30 26</i>	<i>66</i>	<i>69</i>	<i>67</i>		<i>"</i>	<i>"</i>		<i>3</i>	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observationLatitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																			
1	At anchor			East	E by N		1			30 25	67	71	68		h.	Light			4
2	"			S by E	S by N		3			30 25	68	73	68		"	"			4
3	"			S by N	"		3			30 25	69	73	69		"	"			4
4	"			"	"		3			30 25	69	72	68		"	"			5
5	"			S by N	"		3			30 25	68	70	66		"	Light			4
6	"			N by N	"		3			30 24	67	67	65		"	"			4
7	"			N by S	S by N		3			30 24	66	65	63		"	"			8
8	"			West	"		3			30 24	66	64	62		h.	Light			10
9	"			N by S	"		3			30 23	67	64	62		"	"			8
10	"			N by N	"		3			30 23	68	68	62		"	Light			5
11	"			"	"		3			30 24	67	63	62		"	Light			4
Mid.	"			"	"		2			30 24	67	63	62		"	"			8

under the command of *Commander L. C. Holmes!*
Wednesday July 2

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 AM:

Clear, cool and pleasant. Bump and misty second and third hours. Moderate breeze from N. N. W. to calm.

Herbert S. Spencer Ensign U.S.N.

4 to 8 AM:

Clear and pleasant. Light to gentle breeze from N. W. Barometer rising rapidly. Engaged in general cleaning. Inspected magazines - temperatures normal. - No foul air. Received in Department of Land & Fresh Provisions as follows: bread 200 lbs., meat and vegetables each 50 7/8 lbs. At 7:45 hoisted sail to a function.

J. Hubbard Lieutenant.

8 AM to Meridian:

Clear and fine. Light breeze from N. W. coming to stop at 4:45. At 9:00 mustered at quarters after which exercised at infantry and artillery. A committee of the select men and citizens of Rockport were received on board. Hoisted sail.

W. W. Wright Lieutenant.

Meridian to 4 PM:

Fair and pleasant. Gentle breeze from S. S. W. Barometer steady. Winding day for all hands.

E. B. Briggs Ensign U.S.N.

4 to 8 PM:

Partly cloudy, fair and pleasant. Gentle breeze from S. S. W. and S. W. Inspected magazines. temperatures 68° 66° 68°. no foul air. At 4:50 mustered crew at quarters; no absentees; sent down royal yards.

Herbert S. Spencer Ensign U.S.N.

8 PM to Midnight:

Partly clear and pleasant. Gentle S. W. breeze.

W. W. Wright Lieutenant.

Examined and found to be correct.

J. Hubbard Lieutenant ^{3rd} *Navigator.*

LOG of the UNITED STATES

Training Ship Ocean

Third Rate,

At anchor in the Harbor of Portland and making passage from Portland to Haverhill Mass. At anchor in the Harbor of Haverhill Mass.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount, in tenths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at t'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.			Form of symbols.	Amount, in tenths.		
A. M.																				
1	At Anchor			S. by N.	N. by N.		2			30.23	66	63	62			bcs	cu		8	
2	"			South	"		0-1			30.21	66	63	62			"	"		8	
3	"			S. by S.	Variable		0-1			30.21	66	63	62			"	"		9	
4	"			N. by N.	N. S. N.		2			30.20	66	63	62			"	"		7	
5	"			S. by N.	"		2			30.18	65	62	62			"	S. cu		8	
6	"			N. S. N.	"		2			30.18	65	63	62			"	"		8	
7	"			S. N.	"		2			30.16	65	64	63			b. cyp	cu N.		9	
8	"			"	S. N.		2			30.13	65	64	63			s. cu	N.		10	
9	"			"	"		3			30.08	65	65	64			"	"		10	
10	"			"	"		3			30.05	66	65	63			s. cu	"		10	
11	"			S. S. N.	S. S. N.		3			30.02	65	64	64			"	"		10	
Noon.	"			"	"		2			30.00	65	64	64			s. cu	"		10	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

250 "

Water remaining on hand fit for use at noon,

2000 "

Coal consumed during the preceding 24 hours,

2 tons, 700 lbs.

Coal remaining on hand at noon,

107 " 75 "

P. M.																				
1	At Anchor			South	S. by N.		3			29.95	65	62	62			s. cyp	N.		10	
2	"			S. by N.	"		3			29.89	62	62	62			"	"		10	
3	"			S. N.	"		3-4			29.85	63	60	60			s. cyp	"		10	
4	"			S. N.	S. S. N.		2			29.79	64	61	61			s. cu	"		10	
5	"			N. S. N.	S. by N.		3			29.76	63	59	59			s. cu	cu N.		10	
6	"			Variable	"		3			29.76	64	60	60			s. cu	N.		10	
7	At Anchor			S. by N.	S. S. N.		2			29.79	66	63	63			"	"		10	
8	"			S. N.	"		2			29.81	66	64	64			b. cu	"		10	
9	"			South	South		3-4			29.85	67	63	63			b. cu	N.		10	
10	"			S. by N.	"		3-4			29.87	66	62	62			b. cu	"		10	
11	"			South	"		3			29.88	65	61	61			b. cu	"		10	
Mid.	"			S. S. N.	"		3			29.89	64	59	59			"	"		10	

under the command of

Commander L. P. Rogers
Thursday, July 13

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until dawn-

Cloudy and pleasant. Foggy around the horizon. Light and to light breeze variable in direction. Barometer about steady. Fire started in boiler B at 5:00.

At 8 AM:-

Clouds passing showing third hour. Light breeze from N.E. and S.W. Sent apprentices over mailbag. Inspected magazine temperature 61°, 62°, 63°, no foul air. Received in Pay Department 230 lbs bread, 259 lbs meat and vegetables.

J. B. Briggs,

Ensign U.S.N.

N. W. G. Sparks

Ensign U.S.N.

8 AM to Meridian:-

Overcast cloudy and rainy. Barometer falling. Light to gentle breeze from S.W. to S.E. At 9:30 went to general quarters and remained until 10:00. Then secured. Stationed crew for clearing. At 10:45 overhauled battery. Steam in boiler A for distilling. Started distilling and sent water forward to ships tanks at 1:00. Started fire in boiler B for steaming galley at 1:15.

J. W. Brown, Lieut. U.S.N.

Meridian to 4 PM:-

Overcast, rainy and foggy. Gentle to moderate breeze from S.W. veering to S.E. and falling to light breeze last hour. Barometer falling. Made preparation for sea. At 2:15 took aboard to 25 fathoms and "all hands up anchor" but deferred sailing on account of thick weather. Veered to 40 fathoms of chain and heavy hauled fire.

W. H. Murphy, Lieut. U.S.N.

At 5 PM:-

Overcast, raining first half of watch. Foggy weather. Light to gentle breeze variable in direction. Barometer rose. At 4:30 called all hands up anchor and left Rockport, Mass. for Gloucester Mass. the Captain and bargainer coming, using stern from boilers C and D. At 6:15 came to anchor in harbor of Gloucester, anchoring by port anchor in 6 fathoms of water, 30 fathoms shackle at windlass muddy bottom. Drift of ship forward 10.5° off N.W. Steaming from anchorage. Became foggy. At 8:30 E. sent found S.W. 8:30 E. Eastern Light S.W. N. hot out steam launch. Magazine inspected. Temperature aft 67°, 68°, forward 69°, 70°, small room, 67°. No foul air. Received in Pay Department 230 lbs fresh bread, 250 lbs chicken, 250 lbs vegetables. Allowed fire to die out in boiler C, commenced distilling with boiler D.

J. B. Briggs,

Ensign U.S.N.

5 PM to Midnight:-

Clear and pleasant. Kept to moderate breeze from south. Steam in boiler D. Distilling. Fire sent out in boiler B at 12:15.

J. W. Brown, Lieut. U.S.N.

Examined and found to be correct.

J. H. Wood, Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship *Essex*

Wind Rate,

Anchored in the Harbor of Gloucester Mass.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			Amount, easterly.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			Forma of, by symbols.	Making form.			
A. M.																					
1	<i>Hobbs</i>			<i>N. E.</i>	<i>North</i>		2			29.90	64	58	58			<i>b. c.</i>	<i>a. s.</i>			4	
2	"			"	"		2			29.91	64	58	58			<i>b. c. m.</i>	<i>a. s.</i>			4	
3	"			"	"		1			29.92	64	58	58			"	<i>a. s.</i>			3	
4	"			<i>North</i>	<i>N. by N.</i>		2			29.94	64	58	57			<i>b. c.</i>	<i>a. s.</i>			4	
5	"			<i>N. by N.</i>	"		2			29.96	63	58	58			"	"			3	
6	"			<i>North</i>	"		2			29.98	63	59	58			"	<i>a. s.</i>			3	
7	"			<i>N. by N.</i>	"		2			30.01	64	61	60			"	"			2	
8	"			<i>N. by N.</i>	"		3			30.02	67	64	61			"	"			2	
9	"			<i>N. by N.</i>	"		3			30.04	68	71	67			"	<i>a. s.</i>			2	
10	"			"	"		3			30.05	69	72	67			"	"			2	
11	"			"	"		3			30.05	69	73	67			"	<i>a. s.</i>			2	
Noon.	"			<i>N. by E.</i>	"		2			30.05	70	75	69			"	"			3	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

580 gallons.

Water *Distilled* during the preceding 24 hours,

650 "

Water remaining on hand fit for use at noon,

2300 "

Coal consumed during the preceding 24 hours,

1 tons, 1405 lbs.

Coal remaining on hand at noon,

105 " 910 "

P. M.																					
1	<i>Hobbs</i>			<i>N. E.</i>	<i>N. by N.</i>		2			30.05	68	73	69			<i>b. c.</i>	<i>a. s.</i>			4	
2	"			<i>South</i>	<i>S. by N.</i>		3			30.05	68	73	69			"	"			5	
3	"			<i>S. by N.</i>	"		3			30.04	67	67	65			"	"			6	
4	"			"	"		1			30.04	68	69	66			"	"			7	
5	"			"	"		1			30.04	68	69	66			"	"			5	
6	"			"	"		1			30.02	68	68	67			"	<i>a. s.</i>			3	
7	"			<i>N. by N.</i>	"		1			30.02	67	67	66			"	<i>a. s.</i>			3	
8	"			<i>South</i>	"		1			30.00	67	66	65			"	"			3	
9	"			"	<i>Variable</i>		1			30.00	66	64	63			"	<i>a. s.</i>			3	
10	"			<i>S. E.</i>	"		1			30.01	66	63	62			"	"			3	
11	"			<i>N. E. by E.</i>	<i>Clear</i>		0			30.01	66	63	62			"	<i>a. s.</i>			3	
Mid.	"			<i>N. E.</i>	<i>N. by N.</i>		2			30.02	66	63	62			"	"			6	

under the command of

Commander L. C. Palmer.
Friday July 4

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended 11 AM.

Clear and pleasant. Light N.W. breeze. At 2:30. allowed fire to die out in boiler 10.

W. H. Brown, Lieut. U.S.N.

11 to 5 AM.

Fair and pleasant. Light breeze from N.W. Barometer rose. Magazine inspected, temperatures normal, no foul air at 5:00 fire resumed. Ship fired but in boiler 10 at 6:30.

J. H. Brown, Ensign U.S.N.

8 AM. to Meridian.

Clear and pleasant. Breeze to light breeze from N.W. Barometer steady. General holiday. Landed battalion of two companies, J. H. Brown, U.S.N. Commanding. The Captain, Executive Officer and Surgeon attended the local celebration in duty as guests of the city. At noon fired a national salute of 21 guns, expending 21-6 lbs. saluting charges.

J. H. Brown, Lieut. U.S.N.

Meridian to 12 PM.

Partly cloudy, pleasant weather. Barometer steady. Light breeze to gentle breeze from N.W. to S.W. The battalion returned aboard about 11:45. Sent liberty party ashore. Made weekly test of magazine and shell room flood cocks and drain tank. Found all in good working order.

J. H. Brown, Lieut. U.S.N.

12 to 5 PM.

Clear and pleasant. Light S.W. breeze. Inspected magazine and shell room, found temperatures normal and no foul air. Undressed ship at sundown.

W. H. Brown, Lieut. U.S.N.

8 PM. to Midnight.

Partly cloudy, fair and pleasant. Breeze to light breeze westerly in direction

Robert S. Sparrow, Ensign U.S.N.

Examined and found to be correct.

J. H. Brown, Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Sailing Ship *David*Hull No. *1* Rate,*At anchor in the Harbor of Gloucester, Mass.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			Amount, estimated.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.			Formed, by symbols.	Motion, form.			
A. M.																					
1	<i>Hobbs</i>			<i>SE</i>	<i>Variable</i>		<i>1-2</i>			<i>30.01</i>	<i>67</i>	<i>65</i>	<i>66</i>			<i>exp</i>	<i>bc R</i>		<i>10</i>		
2	"			<i>SE</i>	"		<i>1</i>			<i>30.01</i>	<i>67</i>	<i>65</i>	<i>66</i>			"	"		<i>10</i>		
3	"			<i>SE</i>	"		<i>1</i>			<i>30.00</i>	<i>67</i>	<i>63</i>	<i>63</i>			"	"		<i>10</i>		
4	"			"	<i>Cal</i>		<i>0</i>			<i>30.00</i>	<i>67</i>	<i>62</i>	<i>62</i>			<i>sc</i>	<i>bc R</i>		<i>10</i>		
5	"			"	"		<i>0</i>			<i>29.98</i>	<i>67</i>	<i>62</i>	<i>61</i>			"	<i>bc</i>		<i>10</i>		
6	"			"	"		<i>0</i>			<i>29.97</i>	<i>66</i>	<i>62</i>	<i>61</i>			"	<i>bc</i>		<i>10</i>		
7	"			<i>SE</i>	"		<i>0</i>			<i>29.97</i>	<i>65</i>	<i>62</i>	<i>61</i>			<i>bc</i>	<i>bc</i>		<i>10</i>		
8	"			"	"		<i>0</i>			<i>29.97</i>	<i>65</i>	<i>62</i>	<i>61</i>			"	"		<i>9</i>		
9	"			<i>SE by E</i>	"		<i>0</i>			<i>29.98</i>	<i>65</i>	<i>62</i>	<i>61</i>			<i>sc</i>	<i>R</i>		<i>10</i>		
10	"			<i>SE by E</i>	"		<i>0</i>			<i>29.97</i>	<i>65</i>	<i>63</i>	<i>62</i>			"	"		<i>10</i>		
11	"			<i>SE</i>	"		<i>0</i>			<i>29.97</i>	<i>67</i>	<i>65</i>	<i>63</i>			<i>sc</i>	"		<i>10</i>		
Noon.	"			"	"		<i>0</i>			<i>29.97</i>	<i>67</i>	<i>69</i>	<i>66</i>			"	"		<i>10</i>		

Position at 8 A. M. { Latitude by
Longitude by

° ' "

° ' "

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

° ' "

° ' "

° ' "

° ' "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

° ' "

° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

550 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1750 "

Coal consumed during the preceding 24 hours,

tons, 840 lbs.

Coal remaining on hand at noon,

105 " 70 "

P. M.																					
1	<i>Hobbs</i>			<i>SE</i>	<i>SE</i>		<i>1</i>			<i>29.96</i>	<i>68</i>	<i>71</i>	<i>66</i>			<i>bc</i>	<i>bc</i>		<i>9</i>		
2	"			<i>SE</i>	<i>SE</i>		<i>2</i>			<i>29.96</i>	<i>67</i>	<i>68</i>	<i>65</i>			"	"		<i>8</i>		
3	"			<i>SE by E</i>	"		<i>2</i>			<i>29.96</i>	<i>67</i>	<i>68</i>	<i>66</i>			"	"		<i>4</i>		
4	"			"	<i>SE</i>		<i>1</i>			<i>29.96</i>	<i>65</i>	<i>67</i>	<i>65</i>			"	<i>bc</i>		<i>2</i>		
5	"			<i>SE</i>	"		<i>1</i>			<i>29.96</i>	<i>67</i>	<i>69</i>	<i>67</i>			"	"		<i>2</i>		
6	"			"	"		<i>1</i>			<i>29.96</i>	<i>67</i>	<i>67</i>	<i>65</i>			"	<i>bc</i>		<i>6</i>		
7	"			"	"		<i>1</i>			<i>29.96</i>	<i>66</i>	<i>66</i>	<i>63</i>			"	<i>bc</i>		<i>6</i>		
8	"			"	"		<i>1</i>			<i>29.97</i>	<i>66</i>	<i>63</i>	<i>62</i>			"	"		<i>8</i>		
9	"			"	"		<i>1</i>			<i>29.97</i>	<i>66</i>	<i>63</i>	<i>62</i>			"	"		<i>8</i>		
10	"			"	<i>SE</i>		<i>2</i>			<i>29.97</i>	<i>67</i>	<i>63</i>	<i>62</i>			"	<i>bc</i>		<i>7</i>		
11	"			<i>SE by E</i>	<i>SE</i>		<i>3</i>			<i>29.98</i>	<i>67</i>	<i>63</i>	<i>62</i>			<i>bc</i>	"		<i>9</i>		
Mid.	"			"	"		<i>2</i>			<i>29.98</i>	<i>68</i>	<i>66</i>	<i>62</i>			"	<i>bc</i>		<i>7</i>		

under the command of

Commander L C Hulme

, U. S. Navy,

Saturday July 5

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 2 AM:-

Became and cloudy with passing showers. Calm and light squalls and barometer steady
J. H. Brown, Lieut. U.S.N.

11 to 8 AM:-

Became, cloudy and misty. Calm. Received in Department of S.O.D. 200 lbs fresh bread, 250 1/2 lbs fresh meat and 250 1/2 lbs fresh vegetables. Inspected magazine and shell room - temperatures normal and air fresh. Fidelity party returned.

W. H. Hays, Lieut. U.S.N.

8 AM to Noon:-

Became and pleasant. Calm. Barometer steady. Filled day on the spar deck. Received in Pay Department 200 1/2 lbs fresh meat, 250 1/2 lbs vegetables, 200 lbs fresh bread. Received from Holt Hospital, D.D. 6 slings for 60 cal. W.R. Rifle and 1 box spare parts for 60 cal. W.R. Rifle. Lost during the parade, 4 slings and 1 slinger from 60 cal. rifle transferred to the U.S. Naval Hospital, Chelsea, Mass. C. R. D. The Captain awarded the following punishments: Murphy J. J. (44600) 15 days solitary - 2nd class; Commey W. F. 10 days solitary - 2nd class; Reynolds B. (44600) 10 days solitary - 2nd class. Recd in Steam Engineering Department 500 gallons fresh water for steaming purposes.

J. E. Briggs, Ensign U.S.N.

Noon to 4 PM:-

Cloudy to nearly clear and warm. Light air to light breeze variable in direction. Boats about from shore.

Herbert C. Sparrow, Ensign U.S.N.

4 to 8 PM:-

Clear to cloudy with light S.W. wind and pleasant.

D. M. C. Officer Lt. Comdr. U.S.N.

8 PM to Midnight:-

Cloudy and pleasant. Light air to gentle breeze, southerly in direction. Barometer steady.

J. E. Briggs, Ensign U.S.N.

Examined and found to be correct.

J. F. Hubbard, Lieut. U.S.N.

Navigator.

LOG of the UNITED STATES

Training Ship Essex

Thurs Rate,

At anchor in the Harbor of Gloucester Mass.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.					CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of clouds, by symbols.	Amount, in tenths.	Force, in tenths.	Direction, by symbols.	
A. M.																				
1	At anchor		SE by E	SE by E	2					30.00	66	63	62		bc	bc S	7			
2	"		SE by E	"	1					30.00	66	63	62		"	"	7			
3	"		NE by N	"	1					30.01	66	63	62		"	"	9			
4	"		SE by E	SE	2					30.04	66	62	61		"	"	9			
5	"		SE by E	"	2					30.06	65	63	62		"	bc	9			
6	"		"	Calcu.	0					30.08	65	63	62		bc	bc	10			
7	"		"	"	0					30.11	65	63	62		"	"	10			
8	"		SE by N	SE	0					30.13	64	64	62		"	"	10			
9	"		SE by N	ENE	3					30.17	65	65	63		bc	"	6			
10	"		ENE	"	3					30.17	64	67	65		"	bc	6			
11	"		"	"	3					30.17	64	67	65		"	"	6			
Noon.	"		"	"	3					30.19	65	66	64		"	"	6			

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

0 1 "

Position at noon: { Latitude by observation
Longitude by observation

0 1 "

0 1 "

Latitude by D. R.
Longitude by D. R.

0 1 "

0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "

0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

558 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

12.00 "

Coal consumed during the preceding 24 hours,

tons, 1300 lbs.

Coal remaining on hand at noon,

104 " 1010 "

P. M.																				
1	At anchor	E. N. E.	E. N. E.	3	30.19	65	66	64		bc	bc S	6								
2	"	N. E. by E.	"	3	30.22	65	66	64		"	bc S	6								
3	"	"	"	3	30.24	65	65	64		"	"	6								
4	"	"	"	3	30.26	66	66	63		"	"	7								
5	"	E. N. E.	"	3	30.28	65	66	63		"	"	7								
6	"	N. E.	East	2	30.29	66	66	62		"	bc S	8								
7	"	S. E.	"	2	30.30	63	61	61		bc w	"	3								
8	"	South	S. E.	1	30.30	63	60	60		"	"	3								
9	"	SW by N	"	1	30.31	66	60	60		"	bc S	2								
10	"	SW by S	"	1	30.33	66	59	59		"	"	2								
11	"	SW by N	"	1	30.33	64	59	59		"	"	2								
Mid.	"	SW by S	"	2	30.33	64	59	59		"	"	2								

under the command of *Commander L. C. Hickman*
Sunday July 6

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence coe and sunset 2 AM.

Cloudy fair. Light breeze from S.W. and S.E.

Herbert L. Sparrow Ensign, U.S.N.

4 to 8 AM.

Cloudy and pleasant. Light breeze from S.E. dying out at sunrise, calm to clear. Barometer rising rapidly. Hoisted smoke pipe. Lighted fire in boiler for distilling purposes at 6 AM. Sailed for liberty party. Inspected magazines. Temperatures normal, no foul air.

J. F. Hubbard Lieut. U.S.N.

8 AM to Meridian.

Cloudy, pleasant weather. Gentle E.N.E. wind. At 9 AM mustered at quarters, after which Commanding Officer inspected ship and crew. Called all hands to muster and published articles for the Government of the Navy and General Orders. Steam formed in boiler at 10.

W. K. Knappe Lieut. U.S.N.

Meridian to 12 PM.

Cloudy and pleasant. Gentle breeze from E.N.E. Barometer rose. Sailed liberty party ashore. Steam in boiler for distilling purposes. Commenced distilling at 1:00.

Z. B. Briggs Ensign, U.S.N.

4 to 8 PM.

Nearly clear and pleasant. Gentle to light breeze from E.N.E. and East. Inspected magazines. Temperatures 47°, 47°, 65°. No foul air. Bait ready.

Herbert L. Sparrow Ensign, U.S.N.

8 PM to Midnight.

Clear and pleasant. Light S.E. breeze. Heavy dew.

W. K. Knappe Lieut. U.S.N.

Examined and found to be correct.

J. F. Hubbard Lieut. U.S.N. and **Navigator.**

LOG of the UNITED STATES

Training Ship Essex

Third

Rate,

At anchor in the Harbor of Gloucester Mass and making passage from Gloucester to Portland Me

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.				State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of clouds, by symbols.	Meaning of form.	Amount, tenths.		
A. M.																				
1				N by S	Calcu		0			30.32	64	62	58			bc	bc			2
2				N by N	North		2			30.32	62	58	54			"	"			2
3				N by S	N N. E		2			30.32	62	58	54			bc	bc			2
4				N by E	North		1			30.30	62	58	55			bc	bc			3
5				N by S	Calcu		0			30.37	60	54	54			bc	bc			4
6				E by N	"		0			30.38	61	57	57			bc	bc			3
7				S by N	"		0			30.39	61	61	60			bc	"			2
8				S N	S N		1			30.39	61	61	61			bc	"			1
9				S N by S	"		1			30.40	60	60	60			"	"			9
10				"	S N by E		2			30.40	60	61	61			"	"			8
11				"	S N		3			30.40	60	65	63			bc	bc			7
Noon.				"	S N E		3			30.40	62	66	64			bc	bc			7

Position at 8 A. M. { Latitude by
Longitude by

Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at Cloudy

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water Distilled during the preceding 24 hours, 1800 "

Water remaining on hand fit for use at noon, 2450 "

Coal consumed during the preceding 24 hours, 2 tons, 540 lbs.

Coal remaining on hand at noon, 102 " 470 "

P. M.																						
1	6	2	56.7	E 1/2 N	S N E		3			30.37	63	63	62	60		bc	bc			3	3	
2	3	8	56.4	N by E	"		3			30.35	63	63	62	60		"	"			4	"	
3	6	8	67.3	"	"		4			30.33	63	62	61	59		"	"			6	"	
4	7	0	74.3	"	"		4			30.33	63	62	61	59		"	"			5	"	
5	5	4	79.7	"	"		4			30.30	63	62	61	59		"	"			5	"	
6	6	2	85.9	"	"		4			30.28	63	62	61	59		"	"			8	"	
7	6	7	92.6	"	"		5			30.26	64	62	61	59		"	"			8	"	
8	6	5	99.1	"	"		5			30.25	63	61	61	58		"	"			9	"	
9	6	4	103.5	"	"		4		3° P	30.25	62	61	61	58		"	"			6	6	
10	6	4	111.9	"	"		4		3°	30.24	62	61	61	58		"	"			7	"	
11	6	3	118.2	E 1/2 N	"		4		4°	30.23	62	61	61	58		"	"			10	"	
Mid.	6	2	124.6	"	"		4		6°	30.22	62	61	61	58		"	"			8	"	

70.9

under the command of *Commander L.C. Hulme*
Monday July 7

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4:00. Fair and pleasant. Foggy. Calm to light northerly breeze. Barometer steady
Steam in boiler D.
3:30 P.M. Ensign W.S.W.

Slightly cloudy. Foggy first second and fourth hours. Calm to light air from S.W. At 4:00 lighted fire
in boiler E. Inspected magazine, temperatures 60° 61° 65°; no foul air. Received in Bay Department
230 lbs fresh bread 200 lbs meat and vegetables. Distilling with boiler D. Made preparations for
sea. Baked royal yards, but light gear
Robert H. Spence Ensign U.S.N.

Began with cool foggy weather and light air from S.W. J.R. Hopkins, Quartermaster Mate 2 class is
appointed on Acting Boatwain's Mate 1 class to date from yesterday the both musters. C.H. Page
Boatman 3 class, purchased his discharge from the Naval Service and left the ship. Began making
ready for sea. At 7:30 inspected at quarters, had physical drill and routine drill for first period.
Inspected the steam launch. Turned over the engine and hoist. Ships draft 16 feet 10 inch fore-
ward, and 17 feet aft. Received in Bay Department, 230 lbs of bread, and 200 lbs of meat and of
vegetables. At 11:30 called all hands. At 11:30 the anchor, weighing and the engine started ahead
slow and at 11:59 full speed. Standing out Gloucester Bay under steam in Camp D. Began with
the Navigator at the con. At noon rounded the Whiting Key off Eastern point over the
patent log reading 44.5 and set the ship on course E 2/4 N by compass. The wind had increased
to quite breezy and backed to S.W. The fog had lifted at 1:00.
George A. Haywood Lieut. U.S.N.

Much less to 4:00.
Clear and fine. Breeze increasing to moderate breeze from S.W. At 12:30 set fore and aft sail. At 1:00
allowed fire to die out under boiler C and made all plain sail to royals foremast staysails and
main topmast. Disconnected propeller at 1:15. At 1:20 changed course to N 2/4 E by 45, jib 56 1/2, at 3:10 lost
sight of Cape Horn. No bearing about N by S. Secured anchors for sea and coiled cables. Made
sentries lists of life boats, both in good working order. Ties out in boiler C at 4:30.
W. H. Murphy Lieut. U.S.N.

Fair to cloudy and cool. Moderate breeze from S.W. and S.W. Barometer fell at 4:30. Mustered at
quarters and then had sail drill. Took in all square sail in 6 min. Dressed at in 10 min and made
sail to royals in 7 min. Ship on course N 2/4 E by 45 (4:00) under all plain sail to royals except main-
sail and maintopmast until after sail drill when furled topgallant sails and royals and hauled
down flying jib. Magazine inspected, temperatures forward 67° 68°, aft 65° 66°, small room 66° 67°. No foul air.
Distilling with boiler D.
3:30 P.M. Ensign W.S.W.

Partly cloudy, cool. Stiff breeze from S.W. Throughout watch ship under sail alone, jib, foremast
main staysail, foreails, topmasts maintopmast and spanker until 7:00 when took in spanker on course
N 2/4 E by 45 (4:00). Distilling with D boiler. T.L. at end of watch 99.1.
Robert H. Spence Ensign U.S.N.

Began with cool cloudy weather and moderate breeze from S.W. At 8:45 stopped distilling
and hauled fire in D boiler. At 10 patent log reading 111.9 hauled up to E 2/4 N by standard com-
pass. Clear sky at intervals. Bump. At 11:30 hauled up the maintopmast. At the end under the
foretopmast staysail and all plain sail to topmasts save the mainsail and spanker steering E 2/4 N
by standard compass with a mean heel to port of about 4° nearly steady to a short sea
from windward.
George A. Haywood Lieut. U.S.N.

Examined and found to be correct.

W. H. D. Lintner Navigator.

LOG of the UNITED STATES

Training Ship Essex

Shed Rate,

Making Overage from Gloucester, Mass to Portland, Me.

Hour	Knots	Tenths	Reading of Patent Log	COURSES STEERED by Standard Compass	WIND		Force	Heel	Leeway	BAROMETER		TEMPERATURE				State of the Weather, by symbols		CLOUDS		Amount, estimated	State of the Sea
					Direction by Standard Compass					Height in inches	Ther. at d.	Air, Dry Bulb	Air, Wet Bulb	Water at Surface		Form of clouds, by symbols	Masses, by symbols				
A. M.																					
1	6	2	30.6	E 4 N	Land		4	4°	4 1/2	30.19	62	60	60	57	over	2.5	10				
2	6	6	37.2	"	"		4	4°	4	30.18	62	60	60	57	over	2.5	9				
3	6	9	44.1	"	"		4	5°	4	30.17	61	60	60	57	over	"	10				
4	6	9	51.0	"	"		4	5°	4	30.15	61	60	59	57	over	2.5	10				
5	6	4	57.4	"	S by N		4	5°	4	30.14	62	60	59	57	over	2.5	10				
6	6	0	63.4	"	S S W		4	5°		30.15	62	60	60	57	"	"	10				
7	6	4	69.8	"	"		4	5°		30.13	62	60	60	57	"	"	10				
8	6	5	76.3	"	"		4	3°		30.12	61	60	60	57	"	"	10				
9	3	1	81.7	S S E 4 E	S W by S		4	3°		30.08	63	59	59	55	"	"	10				
10	3	5	85.5	"	"		5	11°		30.09	63	59	59	55	over	"	10				
11	2	3	87.8	"	"		5	16°		30.09	61	59	59	55	over	2.5	8				
Noon.	2	5	91.3	S by E 1/2 E	S W by N		5	16°		30.07	62	59	59	56	over	"	12				

Position at 8 A. M. { Latitude by *DR*
 Longitude by *DR*
 Latitude by observation
 Longitude by observation
 Position at noon: { Latitude by D. R.
 Longitude by D. R.

43° 37' " N
 67° 53' " W
 43° 23' " N
 67° 36' 30" W
 43° 23' 30" N
 67° 35' 40" W

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by *DR*
 Longitude by *DR*

43° 5' 30" N
 66° 56' " W

Variation of compass:

Error of compass observed at *5:30 PM*

16° 30' N

Deviation of compass on *S S E 1/2 E*

15° 38' N

Water expended during the preceding 24 hours,

50.0 gallons.

Water *distilled* during the preceding 24 hours,

800 "

Water remaining on hand fit for use at noon,

2750 "

Coal consumed during the preceding 24 hours,

1 tons, 1075 lbs.

Coal remaining on hand at noon,

100 " 1605 "

P. M.																					
1	4	3	93.6	S by E 1/2 E	S W by N		4	5°	1 1/2	30.06	63	60	60	56	over	2.5	7				
2	4	7	100.3	S S E	"		4	5°	1	30.05	63	60	60	56	"	"	7				
3	4	1	4.4	"	"		4	5°	1	30.03	63	60	60	56	"	"	7				
4	3	5	7.9	"	"		4	5°	1	30.02	62	59	59	56	h.c.	2.5	9				
5	4	2	12.1	S by E 1/2 E	"		4	1°	1	30.02	62	59	59	53	over	"	10				
6	4	2	16.3	S S E 1/2 E	"		4	1°	1	30.02	62	58	58	53	h.c.	"	5				
7	4	3	20.6	S S E 1/2 E	"		4	5°	1	30.01	61	57	57	53	"	"	3				
8	3	2	23.2	N N W 1/2 N	"		4	5°	1	30.04	60	56	56	53	"	"	3				
9	4	2	29.0	"	N S W		4	5°	3°	30.04	62	56	56	53	h.c.	2.5	1				
10	3	8	32.8	N W by N	"		4	3°	12°	30.02	65	57	57	53	h.c.	"	1				
11	3	4	36.2	N N W 1/2 N	"		4	5°	3°	30.01	65	58	58	53	h.c.	"	9				
Mid.	3	8	40.0	N N W 1/2 N	"		4	5°	3°	30.00	65	58	58	53	over	"	10				

under the command of

Commander L. C. Rogers.
Tuesday July 8

, U. S. Navy,
, 1902 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 11 AM:- Cloudy and cool. Moderate increasing to stiff fresh wind. Moderate sea. On course. E & N N. under fore & mast staysail and all plain sail to topsails split mainmast and spanker. Barometer falling slowly.

400 to 500 Mc Overcast, hazy around the horizon. Moderate breeze from S by N to S by E. Barometer fell slightly. Ship on course. 5 1/2 N. (see) under jib foretopmast staysail, topsails and foresail. Sent apprentices over the masthead. Magazines inspected. Temperatures forward 68-66, aft 65-62; small arm 67-65. No feel air.

J. D. Briggs, Amagasaki, 1891

2000 ft. Mirdasir. Overcast, damp and misty. Passing showers second hour. Moderate to stiff breeze from S.W. by S. and S.W. by N. Sea moderate; ship pitching and rolling easily. At beginning of watch ship on course S.W. by N. (400) under full foretopmast staysail, foresail and topsails at 11:30 called all hands, took a single reef in topsails and foresail, set the spanker and brought the ship by the wind on starboard tack. Remained thus during rest of watch. At 9:00 mustered crew at quarters, after which quivered sail was sent in till 10:00. From 10:05 to 11:00 inspected as per routine. The Commanding Officer awarded the following punishments: Cook H.C. and Mess H.J. (Appov C) chewing tobacco, each three days disqualification of monthly money; Brady J. (Yos C), 1 brownskin and tight, 3d class, Oregon H.J. (Pde) and Clark J. (CJ), 1 hour overleaves, 3d class, Capt. J. (C.C.) disregard of orders, leaving dirty clothes on locker, 3 nights lookout from 8:30 p.m. Fine dining out in D. locker 1st and 2d of watch 9:15

Naka A. (P. Yous) Oregon 11:15

Meridian to 4 P.M.:-

Days with cool, cloudy and hazy weather and moderate breeze from S.W. by N. At 11.0 had routine drills for third period. Crew on out in R boats at 1.30. Lowered smoke pipe and took off cleaning same. At 2.00 had sail drill, clear reefing the topsails shaking all but first reef setting the foregallant sail and furling them again. Not up the gun of the mainmast and made ready to back at moderate foggy last half hour clearing a little at the last. At the end the ship is under the foretopmast staysail pt. single reefed foreails, single reefed topsails, and the spanker by the wind on starboard tack and steering S. E. by standard compass. Ship rolling very easily to a short sea from seaward.

Geo. A. Hamon L. H. Munn

46 SPM - Foggy first hour then clear and pleasant. Moderate S.W. & breeze. At 4:30 mustered at quarters. Good maninail. Inspected magazines and shell rooms, found temperatures normal and no foul air. At end on deckboard, tied on corner S.E. & E under jib, foretopmast stayrail, single reefed foreail and topsails and spanker. Steam off in boiler plant 5:45. Ship rolling easily to moderate S.W. sea.

J. H. Murphy J. A. W. N.

6 to 8 PM:-

Sawaid cool. Moderate breeze from S.W. by N. Barometer about steady. By the wind on starboard tack under jib, foretopmast staysail, single reefed topsails and foresail, and the spinnaker steering about S.S.E. 4 to (page) until 7.00 p.m. by 8.2 when called all hands and wore ship. Remainder of watch by wind on port tack, same sail, steering about S.W. 4 to (page).

8 PM to Midnight:-

Clear to overcast. Lightning last three hours. Hazy third hour. Thick fog shut in about ship at 11.35. Moderate to stiff breeze from N.W. Throughout watch ship by the wind on port tack under jib, foretopmast stay sail, single reefed bowsprit, single reefed foresail, and spencer. P.L. at end of watch 40.0. Robert Sparrow Emeryville

Examined and found to be correct.

Hubbard ^{made} Lieutenant Navigator.

LOG of the UNITED STATES

Training Ship Essex

Speed Rate,

Making Passage from Gloucester Mass to Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.					CLOUDS.		State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. attd.	Air Dry Bulb.	Air Wet Bulb.	Water Surface.	State of the Weather, by symbols.	Form of clouds, by symbols.	Amount, estimated.		
A. M.																			
1	11	1	44.1	N 1/4 N W	N by S		4			29.98	63	58	58	53	b. c. l.	a. s.	7	6	
2	0	7	45.6	S. S. W.	N. S. W.		2.5			29.95	64	59	59	53	b. c. l.	j. m.	7	"	
3	0	5	45.6	S. S. W.	N. S. W.		3.0			29.95	64	60	60	53	b. c. l.	b. m.	7	"	
4	0	5	45.6	S. S. W.	S. S. W.		0.1			29.97	64	60	60	53	b. c. l.	b. m.	7	"	
5	0	9	46.5	S. E.	"		0.1			29.97	64	57	57	53	a. c. l.	a. s.	10	"	
6	0	8	47.3	"	"		0.1			29.97	63	57	57	53	"	"	10	"	
7	1	3	48.6	"	"		1			29.96	63	57	57	53	b. c. l.	a. s.	8	"	
8	2	2	50.8	"	S. W.		1.2			29.96	61	57	57	53	"	a. s.	6	"	
9	1	8	52.6	S. by E	N. S. W.		3.4.3		4.4	29.96	59	57	57	53	b. m.	"	4	S	
10	4	0	56.6	S. by W.	N. S. W.		3.4.3		1	29.96	58	57	57	53	"	"	5	"	
11	4	1	60.7	"	N. by S		3.4.3		1/2	29.96	58	57	57	53	"	"	5	S. S.	
Noon.	4	2	64.9	"	"		3.4.3		1/2	29.96	58	58	58	53	"	"	5	S	

Position at 8 A. M.

Latitude by *DR*Longitude by *DR*

Latitude by observation

Longitude by observation

Position at noon:

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

7.49 miles.

Current per hour:

miles, set

true.

Position at 8 P. M.

Latitude by *Obs*Longitude by *"*

Variation of compass:

Error of compass observed at 8.20 AM

Deviation of compass on *South*

Water expended during the preceding 24 hours,

500 gallons.

Water

during the preceding 24 hours,

Water remaining on hand fit for use at noon,

2500 "

Coal consumed during the preceding 24 hours,

tons, 1180 lbs.

Coal remaining on hand at noon,

100 " 455 "

P. M.																			
1	2	5	67.1	S. 1/4 W.	N. by S		4	3	5	29.96	60	60	60	53	b. c. m.	a. s.	5	S	
2	5	5	75.1	South	"		3	3	5	29.96	60	62	61	54	"	a. m.	6	"	
3	5	0	80.1	"	"		3	3	5	29.96	60	60	60	54	a. m.	a. m.	10	S	
4	4	5	84.6	"	N. S. W.		4	3	5	29.97	61	60	60	54	b. c. m.	a. m.	9	S	
5	2	5	87.1	"	N. S. W.		3	3	5	29.95	61	60	60	54	"	a. m.	7	"	
6	2	9	90.0	S. 1/2 E.	S. 1/2 W.		3	4	1	29.95	61	59	59	54	"	"	7	"	
7	4	4	94.4	"	N. S. W.		2	3	4	29.97	60	58	58	54	"	"	8	"	
8	2	2	96.6	South	"		2	3	2	29.98	60	58	58	53	"	"	9	"	
9	1	5	94.8	S. 1/4 E.	"		1	2	"	29.97	62	59	59	53	a. m.	a. m.	10	"	
10	2	5	99.3	S. by E. 1/2 E.	S. 1/2 W.		3	"	"	29.96	62	58	58	54	"	a. m.	10	"	
11	2	9	2.2	S. by E. 1/2 E.	"		3	4	"	29.96	61	57	57	54	a. m.	"	10	"	
Mid.	3	6	5.8	S. 1/2 E.	S. W.		4	"	"	29.96	60	57	57	54	"	a. s.	10	"	

under the command of *Commander L. C. Hulme,*
Tuesday July 9

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until sunset.

Began with cool foggy damp weather and moderate breezes from N. by E. Lightning at 1:35 with a hiss the wind suddenly shifted to about S. W. followed by one squall and then settled to light breezes from N. W. At 2:30 the fog lifted. Breezes moved on the starboard tack. The patent log was hauled in fath. At 2:50 put over the patent log and at 3:00 hauled it in again and hauled up the speaker the wind having failed. During the last half hour had light air from S. W. and the fog cleared in again. At 3:30 put over the patent log reading 546. At the end the ship is under the foretopmast staysail, jib, single reefed topsails and single reefed fore sail, by the wind on starboard tack steering about S. S. E. by standard compass in a fog apparently high tide ripe to Eastward Harbor.

Leop. J. Hayward Lieut. U.S.N.

4:15 AM.

Cloudy and heavy fog. Light air and breezes from S. W. to S. by E. Fog lifted somewhat and the cleared last hour. Ship close hauled on starboard tack under jib, foretopmast staysail, and single reefed topsails and fore sail making good about 5.5 (kts). Inspected magazine and shot room. Temperature normal, and no full air.

W. H. Burgh Lieut. U.S.N.

8 AM to Meridian.

Fair and cool foggy weather. Gentle breezes from N. W. to West. Barometer steady. Ship by the wind, starboard tack under jib, foretopmast staysail, single reefed topsails and fore sail until 5:00 when called all hands shook out the reefs, set topgallant sails, royal jib, main sail, and speaker. Commander of watch in command. Ship N. (Spec.) under all plain sail to royal and with foretopmast staysail. Had routine drills for the 1st and 2nd periods. The Captain awarded the following punishments: Stew. J. (Spec.) Deserted to the C.M. & 5 days solitary confinement on bread and water. Miller F. C. (Spec.) wearing 8 hours extra lockout. Cook, W. C. (Spec.) wearing and using obscene language 8 hours extra lockout. Gun Sable, S. (Spec.) disobedience of orders same punishment. Woodruff J. (Spec.) not being on deck when watch was mustered, same. Mess J. (Spec.) confused in accordance with punishment awarded. Made semi-annual lettings proper test of powder. Small arm smokeless powder. No change observed since previous test. Sailed through several very pronounced tide rips between 10:00 and 10:30.

Meridian to 6 PM.

J. E. Briggs Ensign U.S.N.

Cloudy to overcast foggy. Gentle to moderate breezes from N. by E. and West. Sea smooth. Tide rips third hour. At beginning of watch by the wind on starboard tack under all plain sail to royal and foretopmast staysail. At 12:47 put ship on course South (Spec.) fath. 641. Shot end of watch 546.

Norbert J. Spruce Ensign U.S.N.

Began with cool cloudy smoky weather and gentle breezes from N. W. Made the afternoon inspection of magazine and found the air fresh and the temperatures normal. The temperatures were 66° and 60° forward, 65° and 60° aft, and 66° and 66° in the passageway below. At 4:30 called all hands and drilled at furling and making sail. The wind backed to S. W. by N. and brought the ship by the wind, cross clouds moving from about N. W. At the end the ship is by the wind under the foretopmast staysail and all plain sail on starboard tack and steering about S. S. E. by standard compass. Ship almost steady except during part of first hour when she pitched a little in the very moderate N. W. swell.

Leop. J. Hayward Lieut. U.S.N.

6:15 PM. Cloudy pleasant weather. Light to gentle N. W. breeze at 7:00 fath. light sails and main sail and set maintop sail. At end by the wind on starboard tack under all plain sail to topsails, foretopmast staysail and maintop sail making good course South.

W. H. Burgh Lieut. U.S.N.

8 PM to Midnight. Overcast misty foggy last hour. Gentle to moderate southerly breezes. Barometer steady. Course set S. W. by S. (Spec.) but ship on starboard tack under jib, foretopmast staysail, topsails, fore sail, main sail and speaker and steering full and by and from S. S. E. (Spec.) to N. S. E.

J. E. Briggs Ensign U.S.N.

Examined and found to be correct.

J. H. Hubbard Lieut. U.S.N. *Navigator.*

LOG of the UNITED STATES

Tramway Ship Case

Wind Rate,

Sailing Passage from Gloucester Mass to Portland, Me.

Hour.	Revs.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			Form of by symbols.	Massing form.	Amount, estimated.	
A. M.																				
1	8	2	90	S 2 E	N. S. H.		4.5	2	16	29.93	60	57	57	54	o.c.m.	S			10	M.
2	8	2	12	S 2 E			4.5	2	16	29.90	60	57	57	54	o.c.f.				10	"
3	8	2	15.8	S 2 E			4.5	2	16	29.90	60	57	57	54					10	"
4	2	20.0	S 4 E 3 E	S. H. by H.			4.5	2	16	29.88	60	58	58	53					10	"
5	4	9	24.9	S 4 E 3 E	S. H.		4	5	14	29.87	60	58	58	53	of				10	"
6	5	2	30.1	S 6 E 3 E	S. H.		4	6	1	29.86	60	58	58	53					10	"
7	6	2	36.0	S E	S. H. by S		4	8	1	29.87	61	60	60	54	h.c.f.				7	"
8	7	2	42.5				4	8	1 1/2	29.86	61	61	61	54	o.c.f.				10	F
9	7	6	57.1	S E by S			5	8	1 1/2	29.84	61	61	61	54	o.c.m.				10	M
10	7	7	58.8				5	8	1 1/2	29.81	61	61	61	54					10	"
11	5	9	64.7	S S. E	S. H.		5	8	1 1/2	29.81	61	61	61	54					10	"
Noon.	5	1	69.8				5	8	1 1/2	29.81	62	60	60	53					10	"

Position at 8 A. M.

Latitude by D.P.

Longitude by

Latitude by observation

Longitude by observation

Position at noon:

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: — miles, set — true.

Position at 8 P. M.

Latitude by D.P.

Longitude by

Variation of compass:

Error of compass observed at Sea observed

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																				
1	5	4	75.2	S 4 E 3 E	S. H. by H.	5	1 1/2	29.81	63	62	62	54	o.c.m.	S. H.	10	M.				
2	5	5	80.7	S 4 E		5	1 1/2	29.80	63	62	62	54			10	"				
3	4	6	85.3	S 2 H	H. S. H.	5	2	29.79	64	62	62	54			10	"				
4	3	6	88.9	S S. H.	West	4	2	29.80	64	60	59	54	o.c.m.		10	"				
5	2	9	91.8	S 2 H	H. by S	4.5	2	29.82	64	59	59	54	o.c.m.	S. H.	10	"				
6	1	4	93.2	S 4 E 3 E	H. S. H.	4.5	0	20	29.84	65	58	58	54	o.c.m.		10	"			
7	1	3	94.3	S 4 E	West	3	2	29.85	66	58	58	54	o.c.m.	S. H.	10	"				
8	0	2	95.3	S 4 E	S. H. by H.	3	2	3	29.87	66	58	58	54			10	"			
9	0	4	95.7	S 4 E 3 E		2	2	10	29.90	65	58	58	54			10	"			
10	0	5	96.5	"		2	2	10	29.90	65	58	58	54	o.c.f.		10	"			
11	0	1	96.5	S 4 E 3 E	S. H.	0-1	2	15	29.90	65	58	58	54			10	"			
Mid.	1	0	97.5	S 4 E by S	S. H. by S	0-1	2	15	29.90	65	58	58	54	h.c.f.		5	"			

under the command of

Commander L. C. Wheeler

, U. S. Navy,

Thursday July 10

, 1902

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until same.

Overcast, heavy first hour. At 5:00 fog shut in ship remaining during rest of watch. Sea, moderate. Moderate to stiff breeze from N.W. and S.W. by N. Throughout watch ship close hauled on starboard tack under jib, foretopmast stay-sail, foremast topsails, maintopmast and off-foremast. Ch. at end of watch 200.

Robert L. Sparrow Ensign U.S.N.

4:30 P.M.: Begins with cool, cloudy and very foggy weather with moderate breeze from S.W. at 4:30 took in the maintopmast and set the mainsail and the top gallant sails. At 5:00 the fog lifted. The wind backed to S.W. by S. At the end the ship is under the foretopmast stay-sail and all plain sail to top gallant sails by the wind on starboard tack steering S.E. by standard compass ship rolling and pitching easily to a moderate swell from S.W.

8:00 to Midnight.

George Hayward Lieut. U.S.N.

Overcast and cloudy, foggy around horizon. Stiff breeze from S.W. by S. to S.W. The Commanding Officer awarded the following punishments: Mate A. J. Applegate having stolen blanket on ship's deck, where after duty. At 9:30 appeared at station for general quarters. Unhauled. Later took in top gallant sails and mainsail at 10:00. At end of the watch on starboard tack under foretopmast stay-sail and all plain sail to topsail except mainsail, steering course S.E. Ship rolling and pitching easily to moderate S.W. sea.

W. H. Murphy Lieut. U.S.N.

Midnight to 4 P.M.

Overcast and damp weather. Heavy fog and drizzling rain from 5:00 to 5:30 and southerly fog low. Moderate breeze from N.W. by N. hauling to N.W. Barometer steady. Had routine drill for the 20 minutes, ship free and by the wind on the starboard tack under plain sail to topsails except the mainsail and with the foretopmast stay-sail. Ship rolling and pitching to S.W. sea.

J. E. Borger Ensign U.S.N.

4:00 P.M.

Overcast, raining, squally and foggy first hour. Stiff to light breeze from N.W. by S. and S.W. Throughout watch by the wind on starboard tack under jib, foretopmast stay-sail, foremast topsails and spanker. Ch. at end of watch 102. Inspected magazines, temperatures 60-65-65-70 for air.

Robert L. Sparrow Ensign U.S.N.

6:00 P.M.

Begins with cool, cloudy squalls and misty weather with gentle breeze from West. At 7:00 wore ship and at 7:30 came by the wind on the port tack heading about S.W. by S. by standard compass the wind having backed to S.W. by N. The ship is pitching and pitching moderately to a moderate swell from S.W. At the end the ship is by the wind on the port tack under the foretopmast stay-sail and all plain sail to topsails save the mainsail steering S.W. by standard compass.

George Hayward Lieut. U.S.N.

8 P.M. to Midnight.

Overcast and foggy, clearing at end. Light breeze from S.W. by N. hauling to S.W. and falling to very light air. At end close hauled on port tack under foretopmast stay-sail and all plain sail to topsails, heading S.W. by N.

W. H. Murphy Lieut. U.S.N.

Examined and found to be correct.

J. A. Hubbard Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Shed Rate,

Making Passage from Annapolis Head to Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Form of by symbols.		Moving form.	Amount, estimated.		
A. M.																				
1	1	5	99.0	at N. E. 1/2 E.	at N.		2-3			14.4	29.95	65	57	57	55	h. c. m. b.	at N.	at N.	1	M
2	2	3	1.3	at E. 1/2 N.	"		2-3			14.2	29.95	65	57	57	55	h. c. m. b.	"	"	3	"
3	3	4	4.7	at E. 1/2 N.	at N. by st.		3-4			14.2	29.96	65	57	57	55	h. c. m. b.	"	"	7	"
4	3	0	7.7	at E. 1/2 E.	"		3-4			14.2	29.97	64	56	56	55	h. c. m. b.	"	"	10	"
5	2	8	10.5	"	"		3			14.0	29.97	65	56	56	55	h. c. m. b.	"	"	10	"
6	7	0	13.5	at N. by st.	at N. by st.		3			14.0	29.97	63	56	56	55	h. c. m. b.	"	"	10	"
7	2	4	16.0	at N.	"		3			14.0	29.97	63	57	57	55	h. c. m. b.	"	"	7	"
8	2	6	18.6	at N. 1/2 N.	"		3			14.0	29.97	63	57	57	55	h. c. m. b.	"	"	6	"
9	2	0	20.6	at N. 1/2 N.	at N.		3			13.4	29.99	63	57	57	55	h. c. m. b.	"	"	1	M
10	3	4	24.0	"	"		3			14.2	30.00	63	57	57	55	h. c. m. b.	"	"	2	"
11	3	0	26.3	"	"		3			14.2	30.02	63	58	58	56	"	"	"	2	"
Noon.	3	0	29.3	at N. 1/2 N.	"		3			14.2	30.03	62	59	59	56	"	"	"	2	"

Position at 8 A. M. { Latitude by *DR*
 Longitude by *DR*
 Latitude by observation
 Longitude by observation
 Position at noon: { Latitude by D. R.
 Longitude by D. R.

21° 42' 30" N
 64° 38' W
 21° 16' N
 66° 11' 30" W
 41° 32' N
 66° 45' W
 S 40° E
 64 miles.
 57.5 miles.

Course made good since preceding noon:
 Distance made good since preceding noon:
 Distance by Log since preceding noon:
 Current per hour: 1/4 miles, set S 30° E true.

Position at 8 P. M. { Latitude by
 Longitude by

40° 45' N
 64° 24' W
 17° N
 23° 30' W
 6° 30' W

Variation of compass:

Error of compass observed at 7.21 am.

Deviation of compass on *Sound 50° N.*

Water expended during the preceding 24 hours,

6.50 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

13.50 "

Coal consumed during the preceding 24 hours,

tons, 500 lbs.

Coal remaining on hand at noon,

99 " 169 "

P. M.																				
1	2	7	32.0	at N. 1/2 N.	at N.	3	14.4	30.01	61	60	59	56	h. c. m. b.	"	"	"	"	"	"	"
2	2	7	34.7	at N.	at N. by st.	3	14.0	30.02	62	62	61	56	h. c. m. b.	"	"	"	"	"	"	"
3	3	1	37.8	at N. 1/2 N.	"	3	14.0	30.03	62	63	62	60	"	"	"	"	"	"	"	"
4	3	5	41.3	at N. 1/2 N.	"	3-4	14.0	30.04	62	64	63	61	"	"	"	"	"	"	"	"
5	4	7	46.0	at N. 1/2 N.	at N. by st.	3-4	14.0	30.05	63	64	63	71	"	"	"	"	"	"	"	"
6	5	3	51.3	at N. 1/2 N.	"	3-4	14.0	30.08	63	63	61	69	h. c. m. b.	"	"	"	"	"	"	"
7	6	2	57.5	"	"	4	13.0	30.17	62	62	60	67	"	"	"	"	"	"	"	"
8	5	7	63.2	at N. by st.	at N. by st.	4	13.0	30.16	64	61	60	70	"	"	"	"	"	"	"	"
9	4	4	67.6	at N. 1/2 N.	"	4	12.0	30.16	65	62	60	69	"	"	"	"	"	"	"	"
10	3	4	71.0	"	"	4	12.0	30.16	65	61	59	66	"	"	"	"	"	"	"	"
11	2	4	73.4	at N. 1/2 N.	at N. by st.	5	12.0	30.16	65	61	59	66	"	"	"	"	"	"	"	"
Mid.	2	9	76.3	at N. 1/2 N.	"	3	12.0	30.16	65	62	59	65	"	"	"	"	"	"	"	"

under the command of

Commander L. C. Hubber

, U. S. Navy,

Friday July 11

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended 4:00 AM. Fair to overcast, very hazy and foggy weather. Heavy fog from 2:30 to 4:00 during whole time sounded fog horn. Lightening to the S.E. Light to gentle south westerly breeze. Barometer steady. Ship full and by the wind on the port tack under plain sail to topmast except mainmast and with foremast staysail set.

At 8 AM. Overcast and cloudy foggy first second and fourth hours. Heavy swell from westward. Gentle breeze from N.W. by E and N.W. by N. At beginning of watch by the wind on port tack under jib, foremast staysail, foresail, topsails and spanker. At 5:00 set light sails and main sail. At 5:30 wore ship bringing by the wind on starboard tack. Temperature, magazines, temperatures 64°, 65°, 66°. No foul air.

8 AM. to Merchants

Begin with fair cool weather with patches of thin fog and gentle breeze from N.W. At 7:00 inspected at quarters. Then formed the ships Landing Brigade heavily equipped and preceded it a transportable steamer with two black topped red funnels crossed our bows heading about E by S. Laid down the rigging and hoisted the top sail to try. At the end the ship is by the wind on starboard tack under the foremast staysail and all plain sail, steering about N.W. by standard compass. The sea is smoother.

Merchants to 4 PM.

Clear and fair. Gentle to moderate breeze from N.W. and N.W. by N. Made weekly test of magazine flood, dam and overflow valves, in good working order. Held bag inspection and made out divisional clothing lists. At end ship on the wind, starboard tack under foremast staysail and all plain sail to royals, steering about N.W. by N.

At 6 PM.

Fair and pleasant. Gentle to moderate breeze from N.W. by N. Barometer rose. From 4:00 to 5:00 turned all apprentices at masting gear for shortening sail, reefing and wearing ship. Ship sailing full and by the wind, starboard tack under all plain sail to royals and with the foremast staysail and mainmast sail. Magazines inspected, temperatures forward 65-66°, off 64-65°, small arm 65-66°. No foul air.

6:45 PM.

Early clear pleasant. Moderate breeze from N.W. by N. and N.W. At beginning of watch by the wind starboard tack under all plain sail to royals and foremast staysail and mainmast sail. At 7:30 took in royals and flying jib. At 7:00 took in mainmast. Sent a gunboat to the end of watch.

At midday. Begin with cool clear weather, half moon, a thin high sea, and moderate breeze from N.W. At 1:00 lighted fires in C boiler. The wind fell to gentle breeze and hauled to N.W. At the end the ship is by the wind on the starboard tack under the foremast staysail, mainmast sail and all plain sail to topmast sails for the spanker and steering N.W. by standard compass. The moon set at 11:07. Smooth sea. Barometer steady. The water color.

George A. Haywood Lieut. U.S.N.

Examined and found to be correct.

J. P. Hubber Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Wind Rate,

Making Passage from Gloucester Mass to Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.		State of the Sea.		
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air Dry Bulb.	Air-Wet Bulb.		Water at Surface.	Forms of clouds, by symbols.		Moving Air.	Amount of rain, in tenths.
A. M.																	
1	2	4	78.7	N 1/2 N	at day N	3	2	1 ft	30 16	62	63	59	68	bc	bc	1	S
2	2	5	81.2	"	"	3	2	1 "	30 16	62	63	59	68	"	"	1	"
3	2	6	83.8	N 3/4 N	"	3	2	1 "	30 16	62	63	59	68	"	"	1	"
4	2	3	86.1	"	"	3	2	1 "	30 17	62	63	59	68	"	"	1	"
5	1	8	87.8	N 1/2 S	at day N	3	2	1 "	30 19	62	63	61	68	"	"	2	"
6	1	1	88.0	N 1/2 N	at N	2	2	1 "	30 22	65	63	61	67	"	"	2	"
7	1	6	89.2	S 1/2 N	"	2		1 "	30 23	62	64	62	67	"	"	2	"
8	1	4	89.2	S 1/2 N	at N by N	1-2		1 "	30 23	62	64	63	67	"	"	2	"
9	1	2	89.2	S 1/2 S	"	1-2		25 "	30 24	65	63	62	67	"	"	1	"
10	1	7	89.2	S 1/2 S	"	1-2		25 "	30 25	65	65	63	66	"	"	7	"
11	0	8	89.3	N 1/2 N	at day N	1-2		25 "	30 25	65	65	63	66	"	"	8	"
Noon.	0	7	89.3	N 1/2 N	at N	0-1		25 "	30 25	65	68	63	66	"	"	1	"

Position at 8 A. M. { Latitude by *DR* 40° 27' "at
 { Longitude by *Obs* 65° 10' "N

Position at noon: { Latitude by observation 40° 06' "at
 { Longitude by observation 65° 08' "N

Latitude by D. R. 40° 32' "at
 Longitude by D. R. 64° 30' "N

Course made good since preceding noon: S 32° W

Distance made good since preceding noon: 81 miles.

Distance by Log since preceding noon: 67 miles.

Current per hour: 1 2/3 miles, set S 36° W true.

Position at 8 P. M. { Latitude by *DR* 40° 04' "at
 { Longitude by *Obs* 65° 15' 30 "N

Variation of compass: 15° W

Error of compass observed at 8:32 Am. 22° 07' W

Deviation of compass on 8:47 N 7° 07' E

Water expended during the preceding 24 hours, 500 gallons.

Water *Distilled* during the preceding 24 hours, 700 "

Water remaining on hand fit for use at noon, 1550 "

Coal consumed during the preceding 24 hours, 570 lbs.

Coal remaining on hand at noon, 98 " 1175 "

P. M.																
1	0	6	89.3	N S N 4 N	at day N	1	4 ft	30 24	65	69	67	66	bc	bc	2	S
2	0	4	89.3	N S N	"	0-1	4 "	30 24	66	72	69	66	"	bc	2	"
3	0	2	89.3	N by N	at day E	0-1	4 "	30 22	66	69	67	65	"	"	2	"
4	0	6	89.3	"	South	1	1 "	30 22	67	67	63	65	"	"	2	"
5	2	0	90.6	"	"	2	1 "	30 21	66	66	61	64	"	"	2	"
6	0	8	91.2	N 1/2 N	S 1/2 N	1	3 "	30 20	66	67	65	63	"	"	6	"
7	1	4	92.6	at day N	"	1	1 1/2 "	30 24	66	66	63	62	"	bc	7	"
8	2	3	94.9	"	"	1	1 1/2 "	30 20	69	66	63	62	"	"	7	"
9	2	7	97.6	at N	"	2	1 1/2 "	30 22	68	66	64	64	"	at day	8	"
10	3	5	1.1	at N by N	N S N	3	1 1/2 "	30 21	68	67	64	64	"	"	1	"
11	3	4	1.5	at day N	"	3	1 1/2 "	30 21	68	67	64	64	"	Home	0	"
Mid.	3	2	7.7	at day N	N by E	3	1 1/2 "	30 24	68	67	64	65	"	"	0	"

under the command of *Commander L. C. Huston,*
Saturday July 12

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended 11:55.

Clear and fine. Bright daylight. Gentle S by N breeze. At 12:30 steam formed in boiler C. At 1:00 commenced distilling into ship's tanks. At end under all plain sail to topmast sails, foretopmast stay-sail and maintop-sail, by the wind on starboard tack, steering N by E.

W. H. Murphy, S. Lieut. U.S.N.

1:00 to 5:00 PM.

Clear and pleasant. Gentle breeze from N by N veering to S by N, and dying down to light air. Barometer rose. Steaming free and by the wind, starboard tack, under all plain sail to topmast sails, except mainsail and with foretopmast stay-sail and maintop-sail until 5:00 when set royals and flying jib. At 5:45 hoisted up the maintop-sail. And, bedding. Went apparently over the mast-head. Magnets inspected, temperatures forward 66-68, aft 64-66, small arm, 66-68. No foul air. Distilling with boiler C.

32 Porter, Caspell U.S.N.

5:00 to Meridian.

Clearly clear warm and pleasant. Light breeze from S by N direction to calm. Sea smooth. Ship by the wind on starboard tack under all plain sail to royals, except mainsail and foretopmast stay-sail. Bled day. Inspected bedding. Distilling with C boiler. P. of end of watch 5:12.

Norbert G. Sparrow Caspell U.S.N.

Meridian to 4:00 PM.

Began with clear pleasant weather, smooth sea, and light air from N by N. Completed forenoon cleaning. The wind fell to calm with frequent cataphores. At 3:30 after half hour of calm the wind came out from South. Braced around, and set gby maintop-sail, lighted the smoke of steam to the North steaming East. At the end the ship set up the foretopmast stay-sail, the main top-sail, and all plain sail, save the mainsail on port tack with wind about 3 points free, steering N by N standard compass. Distilling with steam from C boiler.

Leopold H. Hayman Lieut. U.S.N.

4:00 PM.

Clear and fine. Breeze fell to very light air last hour and hauled to S by N. Sea smooth. Inspected magnets and shellcores and found temperatures normal and no foul air. Hauled up foresail at 5:30. At end by the wind on port tack under foretopmast stay-sail, maintop-sail and all plain sail to royals gaff ensues, steering about N by N. Distilling from boiler C.

W. H. Murphy Lieut. U.S.N.

5:00 to 8:00 PM.

Cloudy and pleasant. Light air from S by N. Barometer steady. Ship free and by the wind on the port tack under all plain sail to royals except the mainsail and with the foretopmast stay-sail and maintop-sail; the foresail being set at 6:15. Distilling with boiler C.

32 Porter, Caspell U.S.N.

8:00 to Midnight.

Cloudy & clear, fair and pleasant. Bright moonlight until 11:35 when moon set. Light to gentle breeze from S by N veering to N by E. Throughout watch by the wind port tack under all plain sail to royals, except mainsail, and under foretopmast stay-sail and maintop-sail. Distilling with C boiler. P. of end of watch 7:17.

Norbert G. Sparrow Caspell U.S.N.

Examined and found to be correct.

H. Hubbard Lieut. U.S.N. 2nd Navigator.

LOG of the UNITED STATES

LOG of the UNITED STATES *Training Ship Essex*

Third Rate,

Making Passage from Gloucester Mass to Portland Me.

Hour.	Knots.	Fathoms.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d°.	Air Dry Bulb.	Air Wet Bulb.		Water at Surface.	Form of clouds, by symbols.	
A. M.																	
1	2	9	10.6	about N. by W.	N. by E.	3	13 1/2	50	19	68	66	64	62	bc	ca	1	B
2	2	5	13.1	S. by N.	"	3	13 1/2	50	19	68	66	64	62	"	"	1	"
3	0	0	15.1	S. by N. 3/4 N.	"	2	13 1/2	50	18	67	65	63	61	"	"	1	"
4	2	5	17.6	"	"	2	13 1/2	50	17	67	64	62	60	"	"	1	"
5	1	0	17.7	S. by N.	West	1-2	2 1/2	50	18	66	64	62	60	"	bc S.	1	"
6	0	6	17.7	South	N. by E.	0-1	2 1/2	50	17	66	64	61	61	"	"	2	"
7	0	4	17.7	N. by E. 3/4 E.	N. by N.	0-1	2 1/2	50	19	66	70	66	61	"	"	1	"
8	0	0	17.7	N. by E.	Calms	0		50	20	66	76	71	61	"	"	1	"
9	0	0	17.7	N. E.	S. N. by S.	0-1		50	17	68	78	74	63	"	bc	1	"
10	0	6	17.7	S. N.	"	0-1		50	18	68	69	66	63	bc	bc	0	"
11	0	6	17.7	West N.	S. N.	0-1	2 1/2	50	19	68	69	66	63	bc	bc S.	1	"
Noon.	0	6	17.7	S. N. by N. 3/4 N.	S. by N.	0-1	1 1/2	50	20	69	71	68	65	"	bc bc	1	"

Position at 8 A. M. { Latitude by *DR* 20° 26' " 14
 { Longitude by *Obs* 65° 38' " 44
 { Latitude by observation 20° 17' " 24
 { Longitude by observation 65° 35' " 24
 Position at noon: { Latitude by D. R. 20° 23' " 14
 { Longitude by D. R. 65° 33' " 44

Course made good since preceding noon: 24 62° 4.

Distance made good since preceding noon: 212 miles.

Distance by Log since preceding noon: 284 miles.

Current per hour: *6* miles, set *West* true.

Position at 8 P. M. { Latitude by *Obs* *40° 18' " N*
 { Longitude by " *63° 47' 30 " W*

Variation of compass: *15° 00' 1/2*

Error of compass observed at *8:15 am* *15° 15' 1/2*

Deviation of compass on *8:15 1/2* *9° 45' 1/2*

Water expended during the preceding 24 hours, *500* gallons

Water *Distilled* during the preceding 24 hours, *1900* "

Water remaining on hand fit for use at noon, *2900* "

Coal consumed during the preceding 24 hours, *1 tons, 1860 lbs.*

Coal remaining on hand at noon, *06 " 1505 "*

[illegible]

under the command of

Commander L. C. Keiser,

, U. S. Navy,

Sunday July 13

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 11:00 a.m. Began with clear pleasant weather, a smooth sea and gentle breeze from N.W. The wind fell to light breeze. Two steamers crossed our bows on steering about S by E and the other about W by E. At the end the ship is on port tack under the foretopmast staysail, the maintrysail and all plain sail save the mainmast and steering about N.W. by standard compass. Distilling with steam from boiler C.

4:30 a.m.: Clear and pleasant. Light N.W. wind to calm with occasional squalls. A bark sighted to E. throughout watch. Distilling from boiler C. Inspected magazines and shell rooms found temperatures normal and no foul air. At end by the wind on port tack under foretopmast staysail, maintrysail and all plain sail to royals except mainmast, heading about N.W. by standard compass.

8:00 a.m. to Meridian: Fair to clear and warm. Calm to light southwesterly air. Barometer rose. Ship heading N.E. on starboard tack, all plain sail to royals except courses and spankers, until 9:00 when wind came out from the S.W. backed around bringing it on port tack full and by the wind. At 9:25 set the spanker and at 10:30 the foresail. Mustered crew at quarter at 9:30 and the Captain inspected crew and ships. The English Guard Steamer "Hector" passed close aboard headed to the Eastward a bark on sight throughout the watch. Set clock back 3 minutes. Distilling with boiler C.

Meridian to 4:00 p.m.

Nearly clear fair and warm. Light air from S.W. and N.W. throughout watch ship by the wind port tack under all plain sail to royals except mainmast, and under foretopmast staysail. Lighted one steamer. At 1:35 knocked off distilling. The tank being full and left free to die out in boiler C. Fire died at 3:50. Distilling with boiler C.

Began with clear pleasant weather and light breeze from S.W. Made the afternoon inspection of magazines and found the air fresh and the temperatures normal. The temperatures were: 74° and 65° forward; 66° and 63° aft, and 66° and 66° in the forepeak locker. At 4:30 set the mainmast. Tearing many sprays of gulf weed. At the end the ship is by the wind on the port tack under all plain sail and the foretopmast staysail steering about N.W. by standard compass.

6:30 p.m.:

Clear and fine. Light air from S.W. and N.W. Steam off in boiler C at 7:00. Lighted two steamers passing to E. At end by the wind on port tack under all plain sail to royals and foretopmast staysail heading N.W. by standard compass.

8:00 m to midnight:

Clear and pleasant. Light due moonlight. Light air from N.W. Barometer fell slightly. Ship full and by the wind on the port tack under all plain sail to royals and under the foretopmast staysail until 11:45 when took in the courses steering course from N.W. by standard compass. Two steamers passed to the Eastward on sight first part of watch.

Examined and found to be correct.

R. H. Hubbard Lieutenant Navigator

LOG of the UNITED STATES

Training Ship Essex

Ship's Rate,

Making Passage from Gloucester Mass to Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.			the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air Wet of Bulb.	Water at Surface.		Form of clouds, by symbols.	Moving from.	Amount, estimated.	
A. M.																		
1	0	5	17.7	N. N. E.	N. by E.		0-1		20°	30.20	71	67	66	65	bc	None	0	8
2	0	5	17.7	N. N. E. 1/2 E.	"		0-1		20°	30.20	71	67	66	65	"	"	0	"
3	0	5	17.7	N. N. E. 1/2 E.	N. S. E.		0-1		20°	30.20	71	67	67	65	"	"	0	"
4	1	0	17.7	"	S. N. by E.		1-2		30°	30.20	71	67	67	65	bc, cum.	bc	1	"
5	2	4	17.7	N. N. E.	"		2	1°	1 1/2	30.21	70	67	67	65	"	"	1	"
6	2	0	19.2	N. N. E. 1/2 E.	"		2	1 1/2	1	30.22	71	67	67	65	"	"	1	"
7	2	0	20.2	"	"		2	2°	1	30.22	70	67	67	65	bc, cum.	"	1	"
8	2	5	22.7	N. N. E. 1/2 E.	S. E.		3	2°	1	30.23	70	68	68	71	"	bc	1	"
9	2	4	25.1	N. N. E. by E.	S. E. by E.		3		1	30.24	70	69	68	71	"	"	1	"
10	2	7	27.8	N. N. E. by E. 1/2 E.	"		4		1	30.23	69	69	67	71	"	bc	1	"
11	3	4	31.2	N. N. E. by E.	"		3		1	30.23	69	69	67	71	"	"	1	"
Noon.	4	8	36.0	"	"		3		1	30.23	71	69	67	64	"	"	1	"

Position at 8 A. M. { Latitude by *RR* 40° 36' " S
Longitude by " 66° 00' " W
Latitude by observation 40° 31' " S
Longitude by observation 66° 25' " W
Position at noon: { Latitude by D. R. 40° 31' " S
Longitude by D. R. 66° 12' " W
Course made good since preceding noon: *S. 13° E.*
Distance made good since preceding noon: *27* miles.
Distance by Log since preceding noon: *37.5* miles.
Current per hour: *0.4* miles, set *S. 53° E.* true.

Position at 8 P. M. { Latitude by *RR* 40° 40' " S
Longitude by " 66° 59' " W
Variation of compass: *14° 30'* W
Error of compass observed at *9:10 am* *23° 15'* W
Deviation of compass on *N. 60° E.* *5° 45'* W
Water expended during the preceding 24 hours, *550* gallons.
Water *Distilled* during the preceding 24 hours, *200* "
Water remaining on hand fit for use at noon, *2000* "
Coal consumed during the preceding 24 hours, *750* lbs.
Coal remaining on hand at noon, *96* " *750* "

P. M.																		
1	5	8	41.8	N. N. E.	S. E.		3-4	3°	1/2	30.24	68	68	66	61	bc	"	1	8
2	5	7	47.5	N. N. E. 1/2 E.	"		3-4	3°	1/2	30.24	66	67	65	61	"	"	2	"
3	6	2	53.7	N. N. E. 1/2 E.	"		4	3°	1/2	30.22	66	67	65	61	"	"	2	"
4	2	5	56.6	"	"		2-4		1/2	30.18	66	67	65	60	"	"	2	"
5	1	5	54.6	N. N. E.	"		3		5°	30.17	67	65	66	60	bc, cum.	bc	1	"
6	3	4	58.0	N. N. E. 1/2 E.	S. E. by E.		3	5°	3°	30.15	67	65	66	60	"	bc	1	"
7	3	1	61.1	N. N. E. 1/2 E.	N. S. E.		3	4°	1 1/2	30.15	67	65	66	60	"	"	2	"
8	3	1	62.7	N. N. E. 1/2 E.	"		3		1	30.14	68	63	63	57	bc, cum.	"	3	"
9	3	5	68.2	N. N. E. 1/2 E.	S. E. by E.		3		1	30.16	69	63	63	59	"	"	2	"
10	3	9	72.1	N. N. E. 1/2 E.	S. E. by E.		3		1	30.14	68	63	62	59	"	"	2	"
11	3	9	76.2	"	"		3		1	30.14	67	63	62	58	bc, cum.	"	1	"
Mid.	3	8	80.0	N. N. E. 1/2 E.	"		3		1	30.14	67	63	62	58	"	"	1	"

LOG of the UNITED STATES

Yankee Ship

Third Rate,

Shipping Passage from Gloucester Mass to Portland Me

Hour	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.		State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther- m at'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forme of, by symbols.	Moving clouds, amount.	
A. M.																		
1	5	1	86.1	S E by S	S H.		3.4	5.0	1/2	30.16	66	63	63	58	b.c.m.	a.s.	2	8
2	4	6	87.7				3.4	5.0	1/2	30.16	66	63	63	58	"	"	2	"
3	4	2	90.9	S E 1/2 S	S H by S		3		1/2	30.15	67	64	64	58	"	"	2	"
4	3	8	97.2	S E 1/2 E			3		1/2	30.15	67	64	64	60	"	"	2	"
5	3	0	1.2	S H 1/2 S	"		3		1/2	30.16	68	66	66	60	b.c.m.	a.s.	7	"
6	4	0	5.6	S H 1/2 S	"		3		1/2	30.18	68	66	66	61	b.c.m.	"	4	"
7	4	1	9.7	S H 1/2 S	S H.		3		1/2	30.17	67	66	66	61	"	"	5	"
8	4	1	13.8	S H 1/2 S	"		3		1/2	30.18	66	65	65	61	"	"	4	"
9	4	2	18.0	S H 1/2 S	"		3		1/2	30.16	67	65	66	60	"	"	1	"
10	4	2	22.4	S H 1/2 S	"		3		1/2	30.15	67	66	66	60	"	"	2	"
11	4	9	27.3	S H 1/2 S	"		4		1/2	30.15	67	66	66	60	"	"	2	"
Noon.	4	9	32.2	S H 1/2 S	"		4		1/2	30.14	67	66	66	60	"	"	1	"

Position at 8 A. M. { Latitude by *DR* 40° 36' " *N*
 { Longitude by 66° 53' " *W*

Position at noon: { Latitude by observation 40° 39' 40" *N*
 { Longitude by observation 69° 03' " *W*
 { Latitude by D. R. 40° 36' " *N*
 { Longitude by D. R. 66° 53' " *W*

Course made good since preceding noon: 14 50° *N*
 Distance made good since preceding noon: 50 miles.
 Distance by Log since preceding noon: 46.8 miles.
 Current per hour: .04 miles, set *S 20° W* true.

Position at 8 P. M. { Latitude by *DR* 40° 41' " *N*
 { Longitude by *DR* 67° 28' " *W*

Variation of compass: 10° 06' *N*
 Error of compass observed at 21° 12' *N*
 Deviation of compass on *N 50° W* 7° 00' *N*

Water expended during the preceding 24 hours, 500 gallons.
 Water during the preceding 24 hours, "
 Water remaining on hand fit for use at noon, 2050 "
 Coal consumed during the preceding 24 hours, tons, 500 lbs.
 Coal remaining on hand at noon, 96 " 2050 "

P. M.																		
1	4	4	36.6	S H 1/2 S	S H.		4		1/2	30.13	68	67	68	60	b.c.m.	a.s.	1	4
2	4	7	40.3		"		4		1/2	30.11	69	68	68	62	"	"	1	"
3	4	7	46.0	S H 1/2 S	"		4		1/2	30.12	69	68	68	62	"	"	1	"
4	4	3	50.1		"		4		1/2	30.11	68	68	68	60	"	"	1	"
5	3	9	55.3	S H 1/2 S	"		4		1/2	30.03	68	67	68	60	"	"	5	"
6	4	7	60.0	S H 1/2 S	S H by S		4		1/2	30.03	68	66	66	59	"	"	1	"
7	6	2	66.2	S H 1/2 S	S H.		4		1/2	30.05	67	65	63	57	"	"	1	"
8	5	3	71.5	S E by S	S H.		4		1/2	29.97	67	66	63	56	"	"	1	"
9	5	3	76.8	S E 1/2 S	S H by S		4		1/2	29.97	67	66	63	58	"	"	1	"
10	5	8	82.6	S E 1/2 S	S S H.		4		1/2	29.96	67	65	66	58	b.c.m.	"	1	"
11	5	4	88.0	S E 1/2 S	"		4		1/2	29.97	67	65	63	60	"	"	1	"
Mid.	4	5	92.5	S E by S 1/2 E	S by S		4		1/2	29.95	67	64	63	60	"	"	1	"

under the command of

Commander L. C. Hartner,

, U. S. Navy,

Tuesday July 25

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 11 AM: Fair and pleasant. Hazy around the horizon. Light dew. Moonlight until 12:50 when the moon set. Gentle to moderate breeze from S.W. and S.W. by S. Barometer about steady. Sailing by the wind starboard tack under all plain sail to royals and with the foretopmast staysail.

J. E. Dwyer, Ensign U.S.N.

Partly cloudy pleasant. Misty about horizon. Gentle breeze from S.W. by Land. S.W. at beginning of watch close hauled on starboard tack under all plain sail to royals and foretopmast staysail. Shot boys over masthead. At 10:52 wore ship, brought by the wind on port tack. About 11:50 of watch Feb. 15.5.

11:50 AM to 12:00 PM:

Began with pleasant and very hazy weather and gentle breeze from S.W. at 12:00 inspected at quarters and had routine drills for first and second periods. At about 10 ran into a short ground swell from West. At 10:50 set deck clock back 3 minutes. Three punishments were awarded to Mr. Cogan and Mr. Cramer for having dirty clothing at quarters 2 hours extra duty each and to J. W. DeWurst for refusing to obey an order, 5 days solitary confinement on bread and water, all being apprentices 3 class. DeWurst says is confined. At the end the ship is under all plain sail and the foretopmast staysail by the wind on port tack and steering N.W. by N. by the standard compass. The wind freshened to moderate breeze. The ship is pitching easily to the short ground swell.

Leop. J. Hagood

Lieut. U.S.N.

12:00 PM to 1:00 PM:

Hazy, pleasant weather. Moderate S.W. wind. Ship pitching easily to moderate N.W. ground swell. Had routine exercises. Sighted a number of fishing schooners. At end by the wind under all plain sail to royals and foretopmast staysail steering about N.W. by N. At 3:05 took a sounding in 30 fathoms water, four gray sand.

W. H. Humphreys, Lieut. U.S.N.

1:00 PM to 2:00 PM:

Fair and pleasant. Hazy around the horizon. Moderate southwesterly breeze. Barometer fell. Magazines inspected, temperatures forward, 67° 66°; aft 67° 65°; small arms 65° 65°. No foul air. At 4:50 had sail drill. Took on and furled light sails in 7 minutes; shifted to peaks in 24 minutes. After drill set top-gallant sails. Ship by the wind port tack under all plain sail to royals to top-gallant sails after sail drill; and with the foretopmast staysail. Numerous fishing schooners in sight throughout watch. At 6:00 took a sounding, getting bottom at 25 fathoms, gray sand.

J. E. Dwyer, Ensign U.S.N.

2:00 PM to 3:00 PM:

Nearly clear cool and misty. Moderate breeze from N.W. and S.W. Bright moonlight after sunset. At beginning of watch by the wind port tack under all plain sail to top-gallant sails and foretopmast staysail. At 7:00 wore ship brought by the wind starboard tack. Fifteen fishing vessels and one steamer sighted. Ph. of water 75°.

Nabot S. Sparrow, Ensign U.S.N.

3:00 PM to Midnight:

Began a pleasant clear moonlight night with a moderate breeze from S.W. by Land and a swell running from West and from S.W. to which the ship is pitching easily with an occasional roll. The wind backed to S.W. and the swell became heavier. Cumulus clouds rising in N.W. and cumulus in S.W. At the end the ship is by the wind on starboard tack under all plain sail to top-gallant sails and the foretopmast staysail steering about S.W. by E. by standard compass. The wind is light and the ship is pitching and rolling moderately.

Leop. J. Hagood

Lieut. U.S.N.

Examined and found to be correct.

Richard

Lieut. U.S.N.

Navigator.

LOG of the UNITED STATES

Tanning Ship Case

Third Rate,

Shipping Passage from Vancouver Island to Portland Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.		CLOUDS.		Amount, sixteenth.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. attd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form as by symbols.	Amount, form.					
A. M.																					
1	4	9	92.4	E. S. E.	S. S. W.		11			29.94	68	64	64	60	h. c. h.	bc				4	5
2	1	8	92.5	N. S. W.	"		4			29.94	69	65	64	59	h. c. h.	bc				6	"
3	2	0	92.6	S. by N.	West		3-4			29.90	68	63	63	59	bc. g.	bc				10	2
4	0	5	92.6	S. E.	S. W. by S.		2-0			29.90	68	63	63	59	bc. g.	"				10	"
5				"	Variable.		1			29.91	69	63	63	59	bc. g.	"				10	"
6	0	6	92.6	N. by N.	"		1			29.90	69	63	63	59	bc. g.	"				10	"
7	1	5	92.6	West	S. S. W.		3 2'			29.91	68	63	63	59	bc. g.	"				10	"
8	4	3	89	N. by N.	S. W.		3-4 4'			29.86	67	69	67	59	bc. g.	"				10	"
9	2	8	67	N. S. W.	S. W. by S.		3 3'			29.88	67	63	63	60	bc. g.	bc				10	"
10	2	0	74	N. S. W.	S. W.		3 3'			29.88	67	64	63	60	"	bc				7	"
11	1	2	86	N. S. W.	N. by S.		3 2'			29.88	67	64	63	60	"	bc				7	"
Noon.	0	8	100	West	N. S. W.		2			29.86	67	65	64	60	"	bc				6	"

Position at 8 A. M. { Latitude by *DR* 40° 30' 30" N.
 { Longitude by *DR* 67° 05' 00" W.
 { Latitude by observation 40° 38' " N.
 { Longitude by observation 67° 18' 30" W.
 Position at noon: { Latitude by D. R. 40° 35' " N.
 { Longitude by D. R. 67° 08' " W.
 Course made good since preceding noon: 28.57 N.
 Distance made good since preceding noon: 14 miles.
 Distance by Log since preceding noon: 8.27 miles.
 Current per hour: miles, set true.
 Position at 8 P. M. { Latitude by *DR* 40° 29' " N.
 { Longitude by *DR* 67° 30' " W.
 Variation of compass: 12° N.
 Error of compass observed at *Sun Secured*
 Deviation of compass on
 Water expended during the preceding 24 hours, 500 gallons.
 Water during the preceding 24 hours, "
 Water remaining on hand fit for use at noon, 16.50 "
 Coal consumed during the preceding 24 hours, tons, 500 lbs.
 Coal remaining on hand at noon, 95 " 1790 "

P. M.																						
1	0	5	10.0	S by N	S. W. by S.	3	-	29.94	67	66	64	60	bc. g.	bc						8	2	
2	1	0	10.0	N. S. W.	"	3	2 pt	29.91	67	65	64	60	bc. g.	bc						8	"	
3	2	0	11.5	N. S. W.	"	3	40	29.91	65	64	63	60	"	"						7	"	
4	2	7	14.0	N. by S	"	2	34	29.85	65	65	63	60	"	"						7	"	
5	1	0	14.6	"	"	2	32	29.85	66	65	63	60	bc. g.	bc						4	3	
6	2	0	15.0	"	"	2		29.87	67	64	63	59	"	bc						3	"	
7	2	6	17.6	"	"	2	1 pt	29.90	66	63	63	60	"	bc						2	8	
8	2	1	18.4	N. S. W.	S. W. by S.	2	1/2	29.91	66	63	63	60	"	bc						5	"	
9	1	6	20.0	S. W. by N.	"	2		29.95	68	62	61	59	"	"						7	"	
10	-	5	20.0	S. W. by N.	"	0-1	10	29.99	68	62	61	59	"	"						8	"	
11	-	9	20.9	N. S. W.	"	2	10	29.89	67	62	61	59	"	"						6	"	
Mid.	1	6	22.0	N. by S	"	2	10	30.00	67	64	62	61	bc. g.	"						3	"	

under the command of

Commander L. C. Hartman,
Thursday July 16

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 AM: Clear and pleasant at beginning, then cloudy & overcast with thunder and lightning, and heavy rain last hour. Moderate breeze from S.W. shifting suddenly to N.W. about 2 AM, then fell calm last hour. At 4 AM wore ship through 16 fathoms bringing ship by the wind on port tack, heading about 74.5 N. by 95.2. At 4:30 took on topgallant sail. Ship pitching easily but at times heeled to heavy ground swell. At 4:50 hauled up course. At 5:15 the wind came out 2 points on lee bow, hauled around yards and fell off to 28 N. by S. The wind fell light then calm. At end the ship was without storage stay on the starboard tack, under foremast staysail and all plain sail to leeward, eight courses, heading to S.E. and S.E.

5:15 AM: Overcast and unpleasant weather. Thunder and rain first half, dropping at intervals remainder of the watch. Light air to moderate southwesterly breeze. Barometer steady. At beginning of watch the ship was on starboard tack under topsails, jib foremast staysail, but making no headway. At 6:00 light air opening up on the port bow, hauled around, bringing ship on port tack, hauled down staysail and set the spanker. At 6:15 set the courses topgallant sail, and the staysail and at 7:00 the royals and the flying jib, all of watches ship by the wind port tack under all plain sail to royals and with the foremast staysail. Long southwesterly swell, ship pitching to it easily. Magazine inspected, temperatures forward 64-66, aft 67, small arm 67-68. 70 fathoms.

7:30 AM: Clear and cloudy. Hazy about horizon. Long swell. Barometer light breeze variable in direction. At beginning of watch by the wind port tack under all plain sail to royals and foremast staysail. At 7:45 mustered crew at quarters, after which exercised at sitting-up drill. From 8:00 to 9:30 and from 10:45 to 11:30 special divisions as far routine. At 1:00 took on royals and flying jib. At 11:30 wore ship bringing by the wind on starboard tack. The Commanding Officer awarded the following punishments: Bowyer, C. inattentive on lookout, 10 hours extra duty (3 extra lookouts), Mr. Corbush, M.A. laughing at drill, 2 hour extra duty (1 extra night lookout); O'Brien, L. using tobacco, 10 days and no money, some disrespectful to a petty officer, 10 hours extra duty.

12:00 PM: Clear and pleasant weather threatening rain. Thunder. Gentle breeze from S.W. by N. ran off until about 1:00 PM, brought the ship by the wind again on the starboard tack and set the spanker and topgallant sails. At 2:00 set the courses and the royals. Windy day. Lighted two lanterns both standing to the Eastward. The swell is not so high. At the end the ship is by the wind on the starboard tack under the foremast staysail and all plain sail and the flying jib, steering 74.5 N. by S. and making good way with the wind a little fresh of long swell from South.

3:15 PM: Breeze clear and pleasant. Light N.W. breeze. Weather well. Mustered at quarters at 3:00. Exercised parts of ship at morning gear for wearing ship, making and tacking in sail and reefing topsails. At end ship by the wind starboard tack under foremast staysail and all plain sail to royals except flying jib, making course. Why & inspected magazine and storerooms, temperatures normal and no foul air.

6:15 PM: Fair and cool. Light northwesterly air. Barometer rose. Moonlight. Ship on starboard tack first and by the wind under all plain sail to royals except the flying jib and with the foremast staysail.

8:15 PM: Midnight: Breeze to nearly dead lightness to southward last hour. Short swell from westward. Calm to light breeze from N.W. by N. Bright moonlight. At beginning of watch by the wind starboard tack under all plain sail to royals except flying jib, and under foremast staysail. At 10:15 put ship in course. Why & (free) remaining at duty of royal. At end of watch 2:00

Robert G. Sparrow Ensign U.S.N.
Leop. N. Hayward Lieutenant

Examined and found to be correct.

W. H. L. Linscott Navigator.

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

Sailing Passage from Gloucester Mass to Portland, Me.

Hour	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Lowsay.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.				State of the Sky.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form of clouds, by symbols.		Moving from.	Amount, easterlies.			
A. M.																					
1	5	0	27.5	Nby S	Nby N		3		1/2 ft	30.01	68	67	63	73	bc	bc	N	Nby S	5	2	
2	4	3	31.8	"	"		3		1/2	30.03	69	67	62	76	bc	bc	"	"	2	"	
3	4	1	35.9	"	North		3		1/2	30.03	69	68	62	79	bc	bc	"	"	2	"	
4	3	8	39.7	"	"		3			30.04	69	68	63	80	bc	"	"	"	1	2	
5	4	8	43.5	"	Nby N		3			30.06	70	68	64	78		bc	"	"	2	"	
6	4	1	47.6	"	"		3			30.08	69	69	64	79		"	"	"	3	"	
7	4	2	51.8	"	N. by N.		3			30.11	69	70	64	78		"	"	"	3	"	
8	4	4	56.2	"	N. N. by N.		3			30.12	69	70	64	78		"	"	"	3	"	
9	3	8	60.0	N. S. N. 3/4 N.	"		3		1/2 ft	30.13	70	72	64	78		bc	"	"	7	"	
10	2	8	62.8	N. S. N.	Nby N		1-2		1/2	30.17	71	71	65	78		bc	"	"	9	"	
11	2	2	66.0	S. N.	N. S. N.		2 3/4		1	30.18	71	71	65	78		bc	"	"	8	"	
Noon.	4	8	69.8	S. S. N.	Nby N		3 1/2		1 1/2	30.18	72	73	66	77		bc	"	"	8	"	

Position at 8 A. M. { Latitude by *SP* 39° 58' " *bc*
 { Longitude by " 68° 16' " *N*

{ Latitude by observation 39° 52' " *N*
 Longitude by observation 67° 43' " *N*

Position at noon: { Latitude by D. R. 39° 51' " *N*
 { Longitude by D. R. 68° 13' " *N*

Course made good since preceding noon: *S 17° N*

Distance made good since preceding noon: 69 miles.

Distance by Log since preceding noon: 69.8 miles.

Current per hour: 1/4 miles, set *S 33° E* true.

Position at 8 P. M. { Latitude by *SP* 39° 51' " *N*
 { Longitude by *cl* 67° 55' " *N*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1150 "

Coal consumed during the preceding 24 hours, tons, 1520 lbs.

Coal remaining on hand at noon, 95 " 470 "

P. M.																						
1	3	4	72.2	S 3/4 N.	Nby S		3 2'	50	17	72	76	70	79		bc	bc				4	8	
2	4	8	78.0	Sby E 1/2 E	N. S. N.		3 2'	50	17	73	77	70	79		"	"				4	"	
3	3	6	81.6	Sby N 1/2 N.	Nby S		3 2'	50	17	74	78	71	79		"	"				2	"	
4	4	4	86.0	S. N. 3/4 N.	N. S. N.		3-4 1/2'	50	20	73	77	70	79		bc	bc				9	11	
5	3	0	91.0	S. N. 1/2 N.	S. N. by N.		4-5 1/2'	1 1/2	30	18	75	77	71	79		"	bc	"		8	8	
6	6	0	97.0	S. N. 3/4 N.	S. N.		4-5 1/2'	1	30	27	78	76	71	79		"	"	"		9	"	
7	6	6	106	S. N. by N.	N. S. N.		5 7'	1	30	28	76	76	71	79		bc	"	"		10	11	
8	5	8	94	S. N. 1/2 N.	S. N. by N.		5 4'	1	30	25	76	77	72	78		"	"	"		10	"	
9	4	7	141.1	S. N. 1/2 N.	S. N.		5 4'	1	30	26	78	78	73	77		"	"	"		10	"	
10	5	9	20.0	S. N. 1/2 N.	"		5 4'	1	30	28	79	78	73	77		bc	"	"		8	"	
11	5	4	25.1	S. N. 1/2 N.	"		5 4'	2	30	25	79	78	73	78		"	"	"		6	4	
Mid.	4	6	30.0	S. N. by N.	N. S. N.		6 4'	2	30	16	79	79	74	79		"	"	"		4	"	

under the command of

Commander L. C. Nielsen
Thursday July 17

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4:30 PM: Breeze with pleasant cloudy weather squally to leeward, with gentle breeze from N by N and an easy short swell from N by N lightening to N by N. The wind hauled to North at 4:30 PM hoisted flying jib. At the end the ship is by the wind, on the port tack under the foremast staysail sailing with the wind about two points free on starboard, topmast steering N by N by landward compass and nearly steady in the nearly smooth sea. (George A. Hayward) Lieut. U.S.N.
4:30 PM: Clear fine. Gentle breeze from N by N to N by N. Barometer rising. Unexpected magagness and chill rooms, temperatures normal and no foul air. Under all plain sail to royals and foremast staysail. On starboard tack sailing with wind about one point free with last hour when close hauled, steering course N by N. (W. H. H. H. H.) Lieut. U.S.N.
5:00 PM to Midnight: Breeze and pleasant. Gentle breeze from N by N by N, steering to N by N. Barometer rose. Had General Quarters at 9:00, all divisions reporting in 6 minutes. Secured at 10:17 in 6 minutes. Unhauled battery for 2nd period. Ship by the wind on the starboard tack under all plain sail to royals and with the foremast staysail until 9:00 when closed up and fuiled mainsail and at 10:30 set the maintrysail. Put on mainyard cover, hoisted and hoisted and started fire in boiler "C" at 9:57. Set clock back 3 minutes. The Captain awarded the following punishments: One strike to (App. 00) smoking - 1st class and no money; One strike to shucking, 12 hours after ship and 6 after night lockouts; One strike to (App. 00) smoking - 5 days solitary confinement on bread and water; One strike to shucking, 12 hours after duty and 6 after night lockouts. (W. H. H. H. H.) Lieut. U.S.N.
Midnight to 4 PM: Breeze and pleasant. Squally last hour, gentle to moderate breeze from N by N and N by N. At beginning of watch by the wind starboard tack under all plain sail to royals except mainsail, and under foremast staysail and maintrysail. From 11:0 to 1:00 secured as per routine. At 2:00 were ship bringing by the wind on the port tack. At 3:00 began distilling with "C" boiler. (W. H. H. H. H.) Lieut. U.S.N.
4 PM to 6 PM: Breeze with cloudy weather threatening to windward and with moderate breeze from N by N with occasional show squalls. At 4:30 minutes at quarters Had sail drill, handling fuiling and setting the light sails and shifting the forecast. During the three fuiled the royals and the flying jib for a full day. The wind veered to N by N and freshened considerably. The barometer rising very quickly. The sea is nearly smooth. At the end the ship is by the wind, on the port tack under the foremast staysail, the maintrysail and all plain sail to topgallant sails over the mainsail. Distilling with steam from boiler. Thick purple clouds are rapidly forming. Made the afternoon inspection of magazine, and found the ship fresh and the temperatures normal. The temperatures were: 49° mid 61° forward, 68° and 66° aft, mid 66° and 64° after the foremast locker. (George A. Hayward) Lieut. U.S.N.
6:00 PM to 8:00 PM: Overcast cloudy and squally. Stiff breeze from N by N and N by N. At 7:00 took single reef in topsails. At end by the wind on port tack under forecast, foremast staysail and all fore and aft sail except flying jib steering N by N. (W. H. H. H. H.) Lieut. U.S.N.
8 PM to Midnight: Breeze and pleasant. Gentle breeze from N by N. Barometer about steady. Ship by the wind starboard tack under single reefed topsails, forecast, jib foremast staysail, staysail and spanker until about 10:15 when the wind increased and sea came up. Took close reef in the topsails, fuiled forecast and hoisted down jib. Sea getting heavy at end of watch. (W. H. H. H. H.) Lieut. U.S.N.

Examined and found to be correct.

W. H. H. H. H. Navigator.

LOG of the UNITED STATES

Sailing Ship, *Essex*

Sd. Rate,

making Passage from Gloucester Mass to Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.			the State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Formed at d. by symbols.	Amount of rain by symbols.		
A. M.																			
1	5	3	15.3	N by N 1/2 W	N S E		6-7	5	5	30.16	80	80	76	79	h.c.	2	1	9	M
2	7	0	15.3	East			6-7	5	5	30.01	80	80	76	79	h.c.		1	1	
3	2	0	14.3	"	N S W		6-7	5	5	29.97	80	80	77	79	"		6	1	
4	0	7	14.0	"	"		6-7			29.97	80	80	77	79	"		5		
5	0	9	14.4	South	"		7-8		5	30.00	80	81	78	79	h.c.	1	1	1	
6	0	6	14.5	S by N	N by E		7-8		5	30.01	80	81	78	79	"	1	1	1	
7	0	6	14.1	"	"		6-7		7	30.01	80	81	78	79	"		8		
8	0	2		S S W 1/2 W	N by E		6-7		7	30.01	80	81	78	79	"		8		
9	0	2		"	"		6-7		7	30.04	80	81	78	80	"		5		
10	0	3		S N by S	"		6		7	30.05	80	81	78	80	h.c.		4		
11	0	3		"	"		5		5	30.07	80	82	78	80	"		4		
Noon.	0	3		S N 1/2 S	"		5		5	30.07	80	83	79	80	"		4		M

Position at 8 A. M. { Latitude by *Lat*

{ Longitude by

{ Latitude by observation

{ Longitude by observation

Position at noon:

{ Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: *1/2* miles, set *S 1/2 W* true.Position at 8 P. M. { Latitude by *Lat*{ Longitude by *Lon*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Formed by symbols.	Amount, tenths.	Amount, tenths.	State of the Sea.
1	0	0		S N 1/2 S	N S E				44.4	30.09	81	80	79	79	h.c.		1	M
2	0	0	14.1	S N 1/2 S	"				44.4	30.09	81	80	78	79	"		1	
3	0	8	14.4	S N by N 1/2 W	N N by N				44.4	30.08	81	80	78	79	"		1	
4	1	0	14.7	N S W 1/2 W	N S W				44.4	30.09	81	80	78	79	"		2	
5	1	2	14.6	"	N S W				44.4	30.10	81	80	78	79	"		3	
6	0	5	14.1	N S W 1/2 W	"				44.4	30.10	81	80	78	79	"		1	
7	0	8	14.5	N 1/2 S	"				44.4	30.10	81	80	78	79	h.c.		1	
8	0	2	14.9	N 1/2 S	"				44.4	30.10	81	80	78	79	"		3	
9	5	8	15.3	"	"				44.4	30.17	81	80	78	79	"		8	
10	5	8	16.1	"	"				44.4	30.17	81	80	78	79	h.c.		10	
11	5	8	16.6	"	"				44.4	30.20	80	79	78	79	h.c.		7	
Mid.	5	6	17.2	"	"				44.4	30.20	78	78	78	79	h.c.		8	

under the command of

Commander L. C. Kilson

, U. S. Navy,

Friday July 18

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 8:00. Cloudy, squally. Lightning last three hours. Barometer falling rapidly last three hours. Fresh breeze from N.W. and N.E. Sea moderate first two hours; heavy last two. Ship rolling deeply. At beginning of watch by the wind port tack under foremast staysail, close reefed topsails, maintop sail and spanker, at 8:00 furled spanker, at 8:45 eased both watches, wore ship, furled foremast staysail, rigged foremast staysail stay, bent and set foremast staysail, furled foremast and hauled down head of maintop sail. Rigged storm mizzen stay and bent storm mizzen. Brought the ship by the wind starboard tack under this point. Spitting with C boiler-fogged fusen boiler Band A.

12 to 8:00. Began with cloudy misty weather with fresh breeze to moderate gale from W by S. Rough heavy sea to which the ship is rolling deeply. The ship under the fore storm staysail, close reefed maintop sail, and the foot of the topsail - fogging slowly through the water. At about 6:30 hoisted the storm mizzen and the ship is lying to from there on. The wind is moderating and at the end has veered to W by S. The sea is heavier with a tendency to come aboard. Hoisted roll to leeward, about 37°. At the end the ship is lying to under the fore storm staysail, close reefed main topsail, the foot of the maintop sail and the spanker, heading about S.W. by standard compass. Made the morning inspection of magazines and found the air fresh and the temperature normal. The temperature was 70° and 88° forward, 70° and 67° aft, and 71° and 69° in the percentage locker. Steam formed in Band A boilers at about 6 and fire were banked. Distilling with steam from C boiler.

8:00 to Midnight.

Began cloudy misty and squally with very fresh W by S breeze and rough sea clearing throughout watch. Wind and sea moderating. Barometer rising slowly. At end lying to on starboard tack under foremast staysail, close reefed ^{mizzen} topsail, maintop sail and storm mizzen heading about S.W. by S. Ship rolling deeply at times but easily.

Midnight to 6:00. Fair and warm. Moderate W by S breeze hauling to the northward. Long deep sea from the W by S. Barometer about steady. Ship lying to on starboard tack under close reefed main topsail, fore storm staysail, main topsail and storm mizzen until 1:00 when set foremast staysail, the topsails with single reefs, set spanker and hauled down and unbent storm mizzen. Put over the patent log at 2:00 reading 41.1. Distilling with C boiler. Fire banked in boilers B & D.

6:00 to 8:00. Fair and pleasant. Breeze to light breeze from N.W. At beginning of watch by the wind starboard tack under foremast staysail, foremast staysail, single reefed topsails, maintop sail and spanker. At 8:00 shook reefs out of topsails, set jib and foresail and took in foremast staysail. Remained there during rest of watch. Distilling with C boiler. Fire banked in boiler Band D. At end of watch 45.1.

8:00 to 10:00. Began with cloudy muggy weather, fresh breeze from N.W. and a long swell to which the ship is pitching moderately. At 7:00 furled the topsails, at 7:45 furled the foresail and at 7:50 having coupled up the screw went ahead with the mizzen taking in the fore and aft sail and standing with Band D boiler. Set course N.W. by standard compass. At the end the ship is standing with Band D boiler on course N.W. by standard compass and pitching easily into the long swell from West. Distilling with steam from C boiler.

10:00 to Midnight.

Generally steady and pleasant with light passing showers. Moon shone through clouds. Hoisted N.W. breeze hauling steadily to N.E. at 11:00. Ship pitching easily to moderate S.W. swell. Set fore and aft sail and foresail at 11:00. At end on course N.W. by (true) under boiler Band D, fore and aft sail, and foresail. Stopped distilling at 12:00 allowing fire to die out under boiler C. At steam 44.1; no revolutions, 16.

Examined and found to be correct.

John H. Lunsford, Navigator.

LOG of the UNITED STATES

Training Ship Essex

Wind Rate,

Making Passage from Gloucester Mass to Portland Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.		
					Direction by Standard Compass.					Height in inches.	Ther. at 6 ft.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbol.	Form of clouds, by symbol.	Masses, by symbol.	Amount, by symbol.
A. M.																		
1	5	0	77.2	N. N. E.	N. N. E.		3-4			30.19	79	77	74	78	light	Sc		5
2	7	0	84.2	"	N. by E		3			30.20	79	77	74	78	brisk	Sc		9
3	5	4	87.6	"	N. by N. E		3			30.20	78	74	73	78	brisk	Sc		9
4	5	6	90.2	"	N. by E		3			30.20	78	74	73	78	brisk	Sc		9
5	5	7	100.9	"	"		1			30.22	78	75	73	80	brisk	Sc		9
6	5	5	6.4	"	"		1			30.22	78	74	72	80	"	Sc		9
7	5	7	12.1	"	N. N. E.		1			30.23	78	77	73	81	"	Sc		9
8	6	1	18.2	"	Calms		0			30.23	78	77	73	81	"	Sc		9
9	3	2	22.0	"	S. S. E.		2	34.2	42	30.25	79	78	73	81	"	Sc		7
10	3	3	30.5	"	S. S. E. by S		2	35.3	44	30.23	79	80	75	81	"	Sc		7
11	5	3	37.0	"	E. S. E.		2	35.5	40	30.22	79	82	77	81	"	Sc		7
Noon.	6	5	43.5	"	S. E.		2	35.2	42	30.22	79	82	77	81	"	Sc		9

Position at 8 A. M. { Latitude by *DR*
 { Longitude by

48° 02' " N

68° 08' " W

Latitude by observation

39° 47' 40" N

Longitude by observation

68° 09' " W

Position at noon:

Latitude by D. R.

40° 15' " N

Longitude by D. R.

68° 38' " W

Course made good since preceding noon:

N. 80° W

Distance made good since preceding noon:

50 miles.

Distance by Log since preceding noon:

97.4 miles.

Current per hour: $\frac{1}{2}$ miles, set *S. 38° W* true.

Position at 8 P. M. { Latitude by *DR*
 { Longitude by *DR*

40° 20' " N

68° 50' " W

Variation of compass:

12° 45' " W

Error of compass observed at *8.45 am*

19° 11' " W

Deviation of compass on *N. by W*

6° 36' " W

Water expended during the preceding 24 hours,

550 gallons.

Water *Distilled* during the preceding 24 hours,

9.00 "

Water remaining on hand fit for use at noon,

27.00 "

Coal consumed during the preceding 24 hours,

6 tons, 1510 lbs.

Coal remaining on hand at noon,

85 " 1865 "

P. M.																		
1	6	5	50.0	N. N. E.	E. S. E.		2			30.20	79	84	78	80	ac	Sc		10
2	6	7	56.7	"	"		2			30.19	79	83	78	79	"	Sc		10
3	6	6	63.3	"	"		2-3			30.17	78	80	75	79	"	Sc		10
4	6	2	69.5	"	E. N. E.		3-4			30.17	76	76	73	78	ac	Sc		10
5	7	1	96.6	"	N. E. by N		1			30.11	76	72	68	75	brisk	Sc		9
6	7	2	104.8	"	N. E.		1			30.11	73	69	66	71	"	Sc		9
7	7	2	111.5	"	N. E. by E		3			30.09	70	64	62	68	"	Sc		9
8	7	6	121.1	"	"		3			30.08	69	61	60	65	"	Sc		9
9	7	3	126.8	"	E. S. E.		3			30.09	68	63	62	68	"	Sc		10
10	7	4	132.5	"	"		3			30.09	68	63	62	68	"	Sc		10
11	7	5	138.2	"	E. S. E.		3			30.06	69	64	63	68	"	Sc		9
Mid.	8	4	145.5	"	"		3			30.05	69	64	63	68	"	Sc		9

under the command of

Commander L. B. Russell
Saturday July 19

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced under way at 8 AM. Cloudy, squally to N.W. Wind and S.W. Passing same squally from 1:30 to 3:00. Lightning to N.W. Moonlight. Gentle breeze, mostly in direction. Barometer steady. Ship on course N.W. 1/2 S (true) under steam from boilers. Band D and with all fore and aft sail and foresail. Until 1:30 when took in foresail and at 3:30 took in all fore and aft sail. Towed out in boiler C. at 1:30.

J. B. Briggs, Ensquilld M.

4.6 to 8 AM.

Cloudy. Light air variable in direction to calm. Throughout watch under steam alone boilers. Band D. Lint appreciable over masthead. Passed British tramp steamer, inspected magazines, temperature 73; 72; 70. No foul air. On course N.W. 1/2 W (true) throughout watch. P. at end of watch 15.2. Lint bedding. No but 1. Sparrow Ensquilld M.

8 AM. Moonlight. Began with cloudy, warm and muggy weather and light breeze from S.E. at 8:45 changed the course to N.W. 1/2 W by standard compass. General clearing day. The wind backed to S.E. by 10 AM. No change of course to N.W. 1/2 W by standard compass. Weather being so. M.D. Lint. Apparent 5 class, no released and 14 class. Apparent 5 class, replaced in solitary confinement on land and water for 5 days. Picked down wind bedding. At the end of the ship is steaming with Band D. Lint on course N.W. 1/2 W by standard compass through smooth sea. Stronger, revolution 15.2.

Moonlight to 10 PM.

Clear and cloudy. Light to gentle E.S.E. breeze, moderate square sea, and by heavy rain last hour. At 1:30 set foresail and fore and aft sail except flying jib. Steaming with boilers. Band D on course N.W. 1/2 W. Steam 15.2; revolution 15.2.

4.6 to 6 PM.

Clear and squally to northward. Moderate northwesterly breeze. Barometer steady. Temperature of sea water fell 7° during watch. Ship on course N.W. 1/2 S (true) under steam from boilers. Band D and with all fore and aft sail set, except flying jib and with foresail until 5:30 when set fore and main topsails. Passed many patches of seaweed. Inspected magazines, temperature fore 72, 70; aft, 72, 69; midship 71, 70. No foul air.

J. B. Briggs, Ensquilld M.

6.6 to 8 PM.

Cloudy, gentle breeze from E.S.E. Temperature of water falling rapidly first hour. At 1:30 AM. Ship on course N.W. 1/2 S (true) under steam from boilers. Band D. and all plain sail to topsails. Height mainmast and foremast stayed and main top sail. At 7:25 took a sounding, got 47 fathoms. Fine grey sand at 7:30 changed course to N.W. 1/2 S (true) 7:45. At 7:45 set topmast sail, at 8:00 changed course to N.W. 1/2 S (true) 7:45. At 8:00 set steam 15.2; revolution 15.2. P. at end of watch 15.2.

Nabot G. Sparrow Ensquilld M.

8 PM. 4 Moonlight.

Began with cloudy pleasant weather and gentle breeze from E.S.E. Moon behind clouds. At 9:00 got a sounding in 38 fathoms grey sand. At 9:20 patent log reading 109.9 changed course to N.W. 1/2 S by standard compass. At 10:10 got a sounding in 38 fathoms grey sand. At 10:25 sighted Nantucket Shoals Light. Under bearing N.W. 1/2 S by standard compass; ship's head N.W. 1/2 S. At 10:50 patent log reading 117.8 changed course to N.W. 1/2 S by standard compass. Lighted the light of two steamers. Finishes and found westward. At about 11:00 hauled down the foremast stay and hauled up the mainmast and the anchor. At 11:45 patent log reading 126.1 changed course to N.W. 1/2 S by standard compass. Hauled the foremast stay and hauled the main top sail and the anchor and hauled the topmast sail. At 11:45 stopped firing the boiler at the end of the ship is steaming with the remaining steam in Band D. Under the foremast stay, the main by trail and all plain sail to topsails and the mainmast and steering N.W. 1/2 S by standard compass with Nantucket Shoals Light. Light bearing N.W. 1/2 S by the same compass and distant about 3 miles. Steam 15.2; revolution 15.2.

Serg. J. Hayward Lint M.

Examined and found to be correct.

J. Hubbard Lint M. Navigator.

LOG of the UNITED STATES

Sailing Ship Essex

Ship's Rate,

Shipping Passage from H. Brewster, Mass. to Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.		Water at Surface.	Form of symbols.	Moving from.	
A. M.																		
1	2	8	31.3	N 44 S	S. by E		2			30.02	68	62	62	58	a. c. m.	h. a.	10	8
2	2	4	33.7	"	East		1-2			30.02	68	61	61	58	"	"	10	"
3	1	0	34.5	"	S. E.		1			30.00	67	60	60	58	sc. m. p.	h. a.	10	9
4	1	1	34.8	"	"		1			29.99	67	60	60	58	sc. m. p.	"	10	9
5	0	9	35.7	"	"		1			29.98	69	60	60	57	sc. m. p.	"	10	9
6	0	5	35.8	"	"		1			29.98	69	62	62	58	a. c. f.	S	10	9
7	1	8	—	N 44 1/2 W	S. by S		1			29.97	71	64	64	57	"	"	10	9
8	1	0	—	S. E. 1/2 S	"		1			29.96	71	67	67	60	"	"	10	9
9	1	0	—	S. E. 1/2 E	S. by W		1		30°	29.96	71	67	67	60	"	"	10	9
10	1	9	—	S. E.	S. W		1		30°	29.96	71	69	69	59	"	"	10	9
11	1	3	—	S. by W	West		1		30°	29.96	71	68	67	59	"	"	10	9
Noon.	1	0	—	S. 3/4 W	"		1		30°	29.96	69	67	66	59	"	"	10	9

Position at 8 A. M. { Latitude by D. R. "from midnight" 40° 30' 45" N
(Longitude by D. R. " " 69° 45' 30" W

Latitude by observation

— 0' 1" "

Position at noon:

Longitude by observation

— 0' 1" "

Latitude by D. R.

40° 24' 1" N

Longitude by D. R.

69° 48' 1" W

Course made good since preceding noon:

Distance made good since preceding noon:

83 miles.

Distance by Log since preceding noon:

100.8 miles.

Current per hour: 1/2 miles, set N 10° W true.

Position at 8 P. M. { Latitude by D. R. 40° 20' 1" N
(Longitude by " 69° 47' 1" W

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

550 gallons.

Water Distilled during the preceding 24 hours,

800 "

Water remaining on hand fit for use at noon,

2950 "

Coal consumed during the preceding 24 hours,

4 tons, 1500 lbs.

Coal remaining on hand at noon,

81 " 365 "

P. M.																		
1	0	9	34.5	S. by W	W by S	3	3	36	29.94	69	67	66	59	sc. m. p.	a. s.	10	8	
2	0	8	—	S. by W 1/2 W	"	3	3	"	29.94	69	67	67	59	"	"	10	"	
3	0	6	—	S. W 1/2 W	West	2	3	"	29.94	69	67	67	60	"	"	10	"	
4	0	7	—	S. W 1/2 S	N by W	2	3	"	29.94	70	68	68	62	"	"	10	"	
5	0	5	—	S. by W	W by S	1	3	"	29.92	70	67	67	64	"	"	10	"	
6	0	2	—	S. E. by S	W by S	0-1	2	"	29.91	70	67	67	64	"	"	10	"	
7	0	5	—	S. W	W by S	1	2	"	29.92	69	66	66	64	"	"	10	"	
8	1	4	—	N 3/4 S	N. E. by S	1-2	0	"	29.92	69	63	63	64	"	"	10	"	
9	1	0	—	"	E. by S	1			29.93	70	63	63	62	sc. m. p.	S	10	"	
10	1	0	—	"	E. 1/4 E.	1			29.94	70	63	63	60	"	"	10	"	
11	1	8	—	"	East	1			29.91	70	63	63	60	"	"	10	"	
Mid.	2	6	33.7	"	S. E.	2			29.88	70	63	63	60	"	"	10	"	

under the command of

Commander L. C. Hubbard
Sunday July 20

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 AM. Overcast cloudy and misty with heavy showers from last half light breeze from S.E. to backing to East about 150 and facing to light and then very light S.E. and during last half of watch. Barometer falling slowly. Sea smooth. At 2:00 stopped engine and disconnected propeller. Allowed fire to die out under boiler D and at 3:00 began distilling into ship's tanks from B. Fire out in boiler D at 3:00. Took in mainmast rail and sparker at 3:00. At end sailing with wind on port quarter under foretopmast staysail and all plain sail to topsails. Except mainsail and sparker, steering course N.W. & S. (Spec.) Lighted lights of large steamer standing to S.E.
W. Burroughs Lieut. USN

4 to 5 AM. Overcast, light drizzling rain first hour, foggy remainder of watch. Ship on course N.W. (Spec.) under jib, foretopmast staysail, topsails, and foremast until 6:15 when wind came out from S.W. by S. backed sharp upon the port tack, set topgallant sails and sparker and ship fell off to N.W. & S. (Spec.). At 7:10 wore ship heading S.E. & S. (Spec.) and at 7:30 took in the topgallant sails. Hauled in the port tug at 8:00. Sent the apprentices over the masthead. Sound the fog horn from 6:00 the remainder of watch. Magazines inspected, temperatures normal, no foul air. Distilling with boiler D.
J. Z. Bonner, Ensign USN

8 AM. S.W. Meridian. Overcast and foggy. Light air variable in direction. At beginning of watch by the wind starboard tack under all plain sail to topsails, except mainsail and foretopmast staysail. At 9:00 mustered crew at quarters, after which marched crew off and held general muster. Deckhand J. N. (Spec.) was released from confinement, his term having expired. At 10:00 hauled up foremast. At 4:00 took sounding 36 fathoms, dark grey sand, at 4:30 got 15 fathoms, grey sand. Distilling with D boiler.
Hubert G. Spenser, Ensign USN

Meridian 12 PM. Began with very foggy but otherwise pleasant weather and gentle breeze from W by S and a smooth sea. At 2:00 stopped distilling the fuel being full. The wind fell and veered to W by S. At the end the ship is by the wind on starboard tack under the jib, foretopmast staysail, topsails and sparker steering about S.W. & S. (Spec.) standing at constant with a smooth sea and thick damp fog. Fire dying out in D boiler.
Leopold Hayman, Lieut. USN

4 to 5 PM. Much fog. Light W by S variable and calm. Fire in boiler D at 5:00. Inspected magazines and store rooms, found temperatures normal and no foul air. At end laying to without stowage way, under jib, foretopmast staysail and topsails, heading about S.E. & S.
W. Burroughs Lieut. USN

6 to 8 PM. Overcast. Heavy fog with exception of about half hour from 7:15 to 7:45. Light breeze from S.E. by S. Barometer steady. Ship, cleached starboard tack under topsails, jib, and foretopmast staysail coming up to her course N.W. & S. (Spec.) at about 6:45. At 7:00 set topgallant sails, foremast, and sparker. Took in sparker at 7:00 and hauled in, ship steering her course N.W. & S. (Spec.). At 8:00 took a sounding, getting 40 fathoms, grey sand and broken shells. Landed smoke pipe.
J. Z. Bonner, Ensign USN

8 PM. Midnight. Overcast foggy, damp. Light air to light breeze from S.E. to veering to S.E. Throughout watch ship on course N.W. & S. (Spec.) under all plain sail to topgallant sails except mainsail and under foretopmast staysail.
Hubert G. Spenser, Ensign USN

Examined and found to be correct.

J. A. Hubbard Lieut. USN Navigator.

LOG of the UNITED STATES

Sailing Ship Essex

Port Rate,

Making Passage from Gloucester, Mass. to Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Loozy.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.	Water, at Depth.		Form of clouds, by symbols.	Amount, estimated.	
A. M.																			
1	1	9	37.6	N 3/4 E	S E		3	20°	—	29.91	70	65	65	63	—	—	a-s	—	10
2	0	8	—	—	S 3/4 E		2-0	10°	46°	29.88	70	67	67	63	—	—	—	—	10
3	0	5	37.6	N 1/4 N	S N		0-2	—	—	29.88	70	68	68	63	—	—	—	—	10
4	1	1	37.7	N 1/4 N	N 1/4 N		1-3	20°	1°	29.88	70	67	67	63	—	—	—	—	10
5	1	0	35.8	S 3/4 N	N 1/4 N		1	1°	—	29.87	70	68	68	63	—	—	—	—	8
6	0	8	37.2	S N	N 1/4 N		1	1°	—	29.87	70	68	68	63	—	—	—	—	10
7	1	0	39.3	N 3/4 E	N 1/4 N		1	2°	—	29.90	70	64	64	62	—	—	—	—	10
8	0	8	39.3	S 3/4 E	S 3/4 E		1	4°	—	29.89	68	65	65	62	—	—	—	—	10
9	0	9	39.3	—	S 3/4 E		1-2	—	—	29.90	69	64	64	65	—	—	—	—	10
10	1	0	39.3	N 1/4 N	S E		1	3°	—	29.93	68	66	66	65	—	—	—	—	10
11	0	6	39.3	N 1/4 N	S 1/4 N		1	2 1/2°	—	29.94	70	68	68	66	—	—	—	—	10
Noon.	0	4	39.3	N 1/4 N	South		1	4°	—	29.92	70	70	70	66	—	—	—	—	10

Position at 8 A. M. { Latitude by D.R.

{ Longitude by

46° 14' " S

69° 56' " W

{ Latitude by observation

46° 14' " S

Position at noon:

{ Longitude by observation

70° 08' " W

{ Latitude by D. R.

46° 14' " S

{ Longitude by D. R.

70° 05' " W

Course made good since preceding noon:

Distance made good since preceding noon:

19 miles.

Distance by Log since preceding noon:

22.3 miles.

Current per hour: No miles, set N 1/4 E true.

Position at 8 P. M. { Latitude by D.R.

{ Longitude by D.R.

46° 16' 30" S

70° 11' " W

Variation of compass:

cloudy foggy

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

550 gallons.

Water *distilled* during the preceding 24 hours,

450

Water remaining on hand fit for use at noon,

2850

Coal consumed during the preceding 24 hours,

tons. lbs.

Coal remaining on hand at noon,

"

P. M.																			
1	0	5	—	N 1/4 N	South	0-1	45°	29.92	71	71	70	66	—	—	—	—	—	—	10
2	0	5	—	N 1/4 N	S 1/4 N	0-1	—	29.90	73	73	72	66	—	—	—	—	—	—	8
3	0	0	—	S N	Variable	0-1	—	29.91	72	72	71	66	—	—	—	—	—	—	6
4	0	0	—	N 1/4 N	"	0	—	29.91	72	71	70	66	—	—	—	—	—	—	8
5	0	0	—	"	Clear	0	—	29.91	72	72	71	66	—	—	—	—	—	—	9
6	0	0	—	N 1/4 N	"	0-1	—	29.92	72	71	71	66	—	—	—	—	—	—	9
7	—	—	—	"	"	0-1	—	29.93	72	71	71	66	—	—	—	—	—	—	9
8	—	—	—	N 1/4 N	"	0-1	—	29.94	73	71	71	66	—	—	—	—	—	—	9
9	0	5	—	N 1/4 N	S N	1	3 1/2°	29.96	74	70	70	66	—	—	—	—	—	—	9
10	1	0	39.3	N 1/4 N	S 1/4 N	2	3°	29.97	74	71	71	66	—	—	—	—	—	—	7
11	2	0	40.6	N 1/4 N	S N	3	1°	30.00	73	71	71	66	—	—	—	—	—	—	9
Mid.	2	1	42.7	N 1/4 N	"	3-1	3°	29.98	73	71	71	66	—	—	—	—	—	—	9

under the command of

Commander L. C. Nielsen

, U. S. Navy,

Monday July 21

, 1902

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 6:00 AM. Began with cool very foggy damp weather and gentle breeze from S.E. The wind failed at the end of the first hour and at 12:00 closed up the top gallant sails hauled up the foresail and hauled out the spinnaker. Very vivid lightning with thunder to South and the wind became variable with lulls. Ran off for a few minutes to avoid a possible squall from S.W. during height of lightning from that quarter during second hour with rain. At 3:40 hauled out the topgallant. The fog lifted and the wind freshened with by end of third hour had veered to S.W. by 4. The wind kept veering and at 5:00 from heading N.W. by N. by standard compass went ship in 6 minutes with the ship steering S.W. by standard compass. At the end the ship is by the wind on the starboard tack under the pt. foretopmast stay sail, fore and main topsails, topgallant, and spinnaker steering S.W. by standard compass smooth sea. *Sup. N. Hayward* *Lieut. USN.*

At 6 AM. Cloudy and pleasant first half then damp and foggy. Light air from N. by S. hauling gages to V. E. Inspected magazines and shellrooms; found temperatures normal and all barrels set 750 at top gallant sails, royals and foresail. At end steering course N.W. by S. with wind about 4 points for under all plain sail to royals, kept mainmast and foretopmast stay sail. *W. Murphy* *Lieut. USN.*

Forecast hazy around the horizon. Light air from N.E. hauling to South by way of East. Barometer about steady. Ship under square sail to royals except the mainmast and with the foretopmast stay sail, steering N.W. by S. (true), until 7:00 when she fell off and did not hold course remainder of watch. Set the spinnaker at 10:00 and hauled it up at 11:00. Had routine drill for the 1st and 2nd periods. The Captain awarded the following punishments: Lehman & Smith - 5 days solitary confinement on bread and water. Woods, L. B., Mitchell, E. R., Cole, J. J. and Foppiniger, J. J., sleeping in hammock, no watches, were on deck 10 hours after duty. Awarded 15 days solitary confinement on bread and water. Last P.M. chewing tobacco - 4th class and no money. Canell & Co. smoking - 4th class and no money. Laurie M. D. clothing of another person in his possession 10 hours after duty. All of the above are Apprentices 3d class. Savage R. H. was placed in solitary confinement in accordance with the punishment awarded. Hauled in patent log at 11:00 reading 37.5. *W. Murphy* *Lieut. USN.*

At 12:00 AM. Forecast and cloudy. Hazy calm to light air variable in direction. At beginning of watch close hauled on port tack under foretopmast stay sail and all square sail to royals except mainmast. From 2:00 to end of watch hauled reef for occasional light puffs of wind. From 4:00 to 5:00 increased distance as per routine. From 5:00 to 6:00 increased watch on deck at heaving lead. *Norbert S. Harwood* *Lieut. USN.*

At 6 PM. Began with cloudy and very hazy weather. Calm and a moderate swell from S.W. At about 6:00 had sail drill exercising at shifting topsails. After the drill the ship is under the foretopmast stay sail and the topsails with the light sails closed up and the foresail in the bows and the yards square. At the end these conditions continue with the ship dead in the water and heading about N.W. by N. by standard compass. Made the afternoon inspection of magazines and found them all fresh and the temperatures normal. The temperatures were: 71° and 71° foretopmast, 71° main topmast and 69° and 69° in the foremast locker. The schooner bears about S.W. by W. *George J. Heywood* *Lieut. USN.*

At 8 PM. Cloudy, damp and foggy around horizon. Calm with occasional catpaws. Lying dead in the water under foretopmast stay sail and topsails with yards braced up for foretopmast haul. *W. Murphy* *Lieut. USN.*

At 10 PM. Midnight. Cloudy damp weather. Hazy around the horizon. Lightning to the S.W. at 11:00 PM. Light air to light breeze from S.W. Barometer rose. Ship close hauled on the port tack under topsails and the foretopmast stay sail until 7:00 when the breeze sprang up and at top gallant sails and at 10:00 set the foresail and spinnaker. Put over the patent log at 10:00 reading 37.5. Steamer passed at 8:00 headed to the Westward. *W. Murphy* *Lieut. USN.*

Examined and found to be correct.

W. Murphy

Lieut. USN. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

Making Passage from Gloucester Mass to Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.		Form of Sea.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.		Form of clouds by symbols.	Moving form.		
A. M.																			
1	0	4	43.4	S by E 3/4 E	N S W		2	15°	29.94	74	70	71	66	a. c.	a. c.	10	S		
2	0	1	44.9	E 1/2 E	Calms		0	30°	29.94	74	71	71	66	"	"	10	S		
3	0	5	-	S by E	S W by N		0-1	30°	29.95	74	70	71	66	"	"	10	"		
4	0	5	-	S S E	N S W		1	30°	29.95	74	70	71	66	"	"	9	"		
5	0	2	-	"	"		0-1	34°	29.95	74	71	71	66	bc	"	10	"		
6	1	2	43.9	S E 1/2 S	S by N		2	13°	29.94	72	70	71	66	"	"	10	"		
7	2	5	44.4	S E 1/2 S	N by S		3	2°	29.95	72	71	71	66	"	"	10	"		
8	2	2	44.7	S E 1/2 S	N by S		3	2°	29.98	72	71	71	66	"	"	10	"		
9	4	6	54.3	N W by N 1/2 N	S		3	1°	30.01	72	72	72	67	"	"	9	"		
10	5	3	57.6	"	"		3	1°	30.02	72	71	70	67	"	"	9	"		
11	3	9	63.5	"	"		2-3	3°	30.02	72	71	71	67	bc	"	9	"		
Noon.	2	2	65.7	N W 1/2 N	S W by N		2-3	1°	30.01	72	71	71	67	bc	"	9	"		

Position at 8 A. M. { Latitude by D. R.
Longitude by "40° 20' " N
70° 14' " WLatitude by observation
Longitude by observation40° 24' " N
70° 34' " WPosition at noon: { Latitude by D. R.
Longitude by D. R.40° 32' " N
70° 24' " W

Course made good since preceding noon:

260° N

Distance made good since preceding noon:

23 miles.

Distance by Log since preceding noon:

31.1 miles.

Current per hour: 1/2 miles, set North true.

Position at 8 P. M. { Latitude by D. R.
Longitude by D. R.40° 23' " N
70° 25' " W

Variation of compass: 3° 30' hidden

Error of compass observed at "

Deviation of compass on "

Water expended during the preceding 24 hours,

550 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2050 "

Coal consumed during the preceding 24 hours,

tons, 1580 lbs.

Coal remaining on hand at noon,

79 " 2220 "

P. M.																			
1	2	4	68.1	S by N	N S W 1/2 N		2-3	1	30.01	72	69	69	65	bc	bc	bc	8	S	
2	1	0	68.9	S W 1/2 S	N S W		1-2	1 1/2	29.99	71	69	69	65	bc	bc	bc	6	"	
3	0	5	69.4	S W by S	N by N		1-2	1 1/2	29.99	71	71	70	66	"	"	"	5	"	
4	0	7	69.7	S S W	"		1-2	2	30.00	72	71	70	66	"	"	"	5	"	
5	0	5	-	South	West		1	2	30.00	72	71	70	66	"	"	"	5	S	
6	0	5	-	S by E	"		1	2	30.00	73	72	70	66	bc	bc	bc	1	"	
7	0	2	-	South	N S W		1	4	30.02	73	71	70	66	"	"	"	3	M.S.	
8	0	4	-	S E	"		1	1	30.01	74	70	69	66	"	bc	bc	6	"	
9	0	4	-	S by E	"		1-2	6	30.01	74	70	69	66	bc	bc	bc	6	"	
10	0	5	-	South	"		1-2	4	30.04	74	70	69	66	"	bc	bc	4	"	
11	-	9	-	S by N	N by S		1-2	4	30.05	73	70	69	66	"	bc	bc	2	"	
Mid.	1	0	-	S by N 1/2 N	"		1-2	2	30.05	73	70	69	66	"	"	"	1	"	

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Shipping Passage from Gloucester Mass to Portland Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.		CLOUDS.		Amount, estimated.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.		Form, at, by symbols.	Meaning form.				
A. M.																					
1	1	0		South	N by S		2-3	3 1/2		30.05	72	70	69	67		bc	cd			1	M
2	0	8		S by N.	NW		3	3		30.05	73	70	69	67		bc	bc			0	"
3	0	6		"	"		2	3		30.05	73	71	70	67		bc	bc			1	"
4	0	5		South	"		1-2	3		30.05	73	72	70	67		"	"			1	"
5	0	8		S by N	"		2	3 1/2		30.05	73	70	69	67		"	"			2	"
6	0	5	69.7	S by N	S by N		2	3 1/2		30.08	73	71	70	67		"	"			2	"
7	0	9	70.7	S by N	S by N		3	3 1/2		30.10	72	70	69	67		bc	bc			10	"
8	1	7	72.4	"	"		3	3 1/2		30.10	71	70	69	67		bc	bc			8	"
9	2	9	75.3	S by S	South		3	4		30.12	71	68	67	67		bc	bc			10	"
10	2	2	77.5	"	S by E		3	-		30.16	71	67	67	67		bc	bc			10	"
11	3	5	81.0	"	N by E		3	-		30.15	71	67	66	67		bc	bc			10	"
Noon.	3	2	84.2	"	N by E		3	-		30.19	71	67	66	67		"	"			10	"

Position at 8 A. M. { Latitude by *DR*
Longitude by "40° 17' " *at*
70° 21' " *H*

Latitude by observation

40° 01' " *H*

Position at noon:

Longitude by observation

70° 39' " *H*

Latitude by D. R.

40° 11' " *at*

Longitude by D. R.

70° 36' " *H*

Course made good since preceding noon:

S 15° E

Distance made good since preceding noon:

24 miles.

Distance by Log since preceding noon:

27.6 miles.

Current per hour: $\frac{4}{10}$ miles, set S 20° E true.Position at 8 P. M. { Latitude by *DR*
Longitude by *DR*39° 55' " *H*
71° 15' " *H*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1550 "

Coal consumed during the preceding 24 hours,

tons, 570 lbs.

Coal remaining on hand at noon,

79 " 1720 "

P. M.																					
1	3	8	88.0	NW	S. E. by E		3	30	19	69	68	67	67		bc	bc			10	M	
2	3	9	91.9	N by N	"		3	30	20	70	68	67	71		"	"			10	"	
3	3	2	95.1	"	"		3	30	20	70	68	67	73		"	"			10	"	
4	4	0	99.1	"	"		3	30	21	70	68	67	73		"	"			10	"	
5	4	3	104	N by N	"		3	30	22	70	68	67	75		"	"			10	"	
6	3	7	111	"	"		2-3	30	23	70	67	67	77		"	"			10	"	
7	2	8	9.9	"	East		3	30	23	70	68	67	77		bc	bc			9	"	
8	2	3	13.2	"	"		3	30	23	71	67	67	76		bc	bc			5	"	
9	2	6	13.6	"	S by S		3	30	24	72	67	66	75		"	"			6	"	
10	2	4	14.7	"	"		2	30	24	72	67	66	75		"	"			6	"	
11	2	3	15.9	"	"		2	30	25	71	68	66	75		"	"			6	"	
Mid.	3	0	17.1	"	E by N		3	30	25	71	69	67	76		"	"			6	"	

under the command of

Commander L. C. Hickman
Wednesday July 27

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Beginnings and until 4 PM: Sun to clear and pleasant. Bright moonlight and a heavy dew
light air to gentle breeze from the West. Barometer steady. Ship clear hauled on the starboard
tall under topsails, significant sails, and the foretopmast stay-sail. Ship pitching to a
moderately well.

4 PM to 8 AM: Early clear to sunset. Light to gentle breeze from West to S. W.
Beginning of watch by the wind on starboard tall under foretopmast stay-sail, topsails
and foretopmast sails. Sent apprentices over masthead at 6:30 made all plain sail to
royals. Inspected magazines; temperatures 70°, 70° 69°, no foul air. Sighted one steamer!
8 PM to Midnight:

Began with cloudy, cool, and very hazy weather and gentle breeze from North. The
wind is veering. At 7:30 inspected at quarters. Had routine drills for the first and the
second periods. Hauld on. At 11:45 hauled up the spanker. At the end of the ship is under
the foretopmast stay-sail and all plain sail up the spanker with the wind three
points abeam starboard beam and steering W. by N. by standard compass. The wind has
veered to N. by E. The air is heavier and again dark. *George Hayward* Lieut. USN

Forecast, cloudy and damp. Gentle breeze from S. E. by E. At 12:00 changed course to
West, Feb. 88. At 1:00 took a sounding in 88 fathoms and changed course to W. by N. At
end under foretopmast stay-sail and all plain sail to royals with the wind two or
three points abeam starboard beam. At 4:00 changed course to W. by N. Feb. 89.

4:00 to 6:00 PM:-
Forecast, misty and damp weather. Light to gentle Easterly breeze. Barometer rose. Ship
under all square sail and all head sail steering S. by W. (true). From 4:00 to 5:00 had
sail drills, necessary apprentices at gunnery, laying out, and laying down from aloft,
also at sitting and taking in the light sails. Magazines inspected, temperatures forward,
72° 70° aft 71° 70°, small cabin 71° 69°, no foul air. Steamer smoke sighted to the southward.
Steamer bound to westward.

6 PM to 8 PM:- Breeze fair and pleasant. Light mist about horizon. Gentle breeze from East
throughout watch on course W. by N. At beginning of watch under all plain sail to royals
light weather clear of mizen and foretopmast stay-sail. At 7:15 took in royals and
flipping jib. Sighted one steamer. End of watch 122. *George Hayward* Lieut. USN

8 PM to Midnight:-
Breeze cold cloudy pleasant weather, light breeze from E. by S. and a smooth sea. At 8:00
hauled down the foretopmast stay-sail. The moon behind clouds ran about 8:45. Occasionally
a nearly clear sky. The wind backed to E. by S. and increased to gentle breeze. It is more
breezy. The temperature of the sea water is falling. At the end of the ship is before the wind
under all plain sail over the spanker and the weather clear of the mizen and steering
W. by N. by standard compass. *George Hayward* Lieut. USN

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

Sailing Passage from New Bedford, Mass to Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Forms of clouds, by symbols.		Amount, by symbols.			
A. M.																				
1	4	4	21.5	Nby E	Eby E		3			30.26	78	68	67	74	h.c.	sc		6		
2	3	9	35.4	"	N.E.		3			30.26	70	68	67	74	"	sc		9		
3	4	6	30.0	"	N. E. E.		3-4			30.25	70	67	66	73	"	"		9		
4	3	8	33.8	"	"		2-3			30.25	69	66	65	71	"	"		9		
5	3	0	36.8	"	E. N. E.		3			30.26	69	65	64	70	"	"		9		
6	2	8	39.6	"	"		3			30.27	70	65	64	71	"	"		9		
7	2	8	41.9	"	"		3			30.28	69	65	64	69	"	"		9		
8	2	8	44.7	"	"		3			30.29	69	65	64	69	"	"		9		
9	3	7	48.4	N. N. E. 1/2 N.	Eby N		4			30.29	69	66	65	70	a.c.	sc		9		
10	3	8	52.0	"	"		4			30.29	70	68	66	70	"	sc		10		
11	4	4	56.4	"	East		4			30.29	70	68	66	70	h.c.	sc		9		
Noon.	3	1	57.5	"	Eby S		4			30.29	69	70	68	70	"	"		9		

Position at 8 A. M. { Latitude by *DR* 39° 50' " N
 Longitude by " 72° 15' " W
 Latitude by observation 39° 47' 20" " N
 Longitude by observation 72° 24' " W
 Position at noon: { Latitude by D. R. 39° 47' 20" " N
 Longitude by D. R. 72° 20' " W
 Course made good since preceding noon: *S 80° W*
 Distance made good since preceding noon: 80. miles.
 Distance by Log since preceding noon: 71.5 miles.
 Current per hour: $\frac{2}{10}$ miles, set *S 51° W* true.
 Position at 8 P. M. { Latitude by *DR* 40° 16' " N
 Longitude by *Co.* 73° 36' " W
 Variation of compass:
 Error of compass observed at
 Deviation of compass on
 Water expended during the preceding 24 hours, 550 gallons.
 Water during the preceding 24 hours, "
 Water remaining on hand fit for use at noon, 10 00 "
 Coal consumed during the preceding 24 hours, tons, 840 lbs.
 Coal remaining on hand at noon, 79 " 880 "

P. M.																			
12:30	1	9		21 1/2 E	Eby S		3	30	2	30.25	28	70	68	66	69	h.c.	sc		7
1	4	4	63.3	N. N. E.	"		4	40	3	30.26	69	67	65	69	"	sc		5	
2	4	4	72.1	"	"		4	40	4	30.26	69	68	65	69	"	"		8	
3	3	7	75.8	"	"		4	40	4	30.25	70	67	65	68	"	"		8	
4	3	2	79.0	"	East		3	30	3	30.25	69	67	65	68	"	"		8	
5	2	8	81.8	"	"		2	30	2	30.25	69	67	65	68	"	"		8	
6	2	5	83.6	"	Eby S		2-3	34	3	30.27	69	67	65	68	"	sc		9	
7	2	0	86.6	N. N. E.	East		2	1	1	30.29	69	67	65	68	a.c.	sc		10	
8	1	0	86.0	N. N. E.	"		2	1/2	1/2	30.29	69	66	65	68	"	sc		10	
9	1	5	87.1	S. S. W.	"		2	2	2	30.28	70	66	65	68	h.c.	sc		9	
10	0	6	88.3	S. S. W. 1/2 W.	E. S. E.		2	1/2	1/2	30.28	69	66	65	68	"	"		9	
Mid.	3	4	90.7	"	S. E. by E.		4	1/2	1/2	30.29	69	66	64	68	"	"		9	

under the command of

Commander L. C. Ketchum
Thursday July 31

, U. S. Navy,
1902 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Commenced and until 5:00 AM - Cloudy pleasant weather. Moon shining through clouds. Gunter City 18 hours
backing to N.E. and passing lighter last hour. Braced up yards by port braces. At end under all
plant sail to top gallant sails and spunked wind about 4 points aloft. Starboard beam. Morning
warm. May 31. Linné 1858, 1859

Was 10 AM. Cloudy and pleasant. Gunter kept from N.E. Barometer rose. Ship on course. May 31 under
square sail to top gallant sails and the jib and foremast stay sail until 6:30 when taken and
furl'd the main sail and put on streaming cover. At 7:30 set the royal. Pointed smoke pipe. Three
steamers passed during the watch headed to the Eastward and off portland over the mouth of
Magazines suspected. Temperature normal, no foul air.

32 Boings
Cinnel U.S.N.

2000 lbs. Mordano. Bared and cloudy, pleasant. Sea smooth. Moderate breeze from E by N, veering to E by S. At 8.00 changed course to N by N by E (p. 46) (p. 467) throughout watch under full and all square sails, rigging kept main sail. Bared 8.45 (A.D.C.) released from confinement and Lohman & (A.D.C.) placed in solitary confinement for 5 days on bread and water by order of Commanding Officer. The Commanding Officer awarded the following punishments: One Lieut. A. Smith 15 days solitary confinement on bread and water. Downman W. no watch, most of quarters should extra duty, 100 lbs. to be carried in person, 10th class and no money. Mitchell, J. H., Patterson J. C., Green H. B., Bliss G., Dawson J., Steward J. D., Safford C. H., Lindsay G., Williamson T. H., Mays W., Cummins J. H., Carpenter J. D. all having clothing in locky bag. 4 hours extra duty each. Carpenter J. D. (M.D.) Changing clothes around ship, 4 hours extra duty, same description to a petty officer, 10 hours extra duty. At 9.30 went to general quarters, exercised till 10.15. Lost loose and provided in 5 minutes, secured in 10 minutes. Overhauled battery during second period. At 11.53 took sounding, got 42 fms, fine gray, was broken pipe. Sighted one steamer, at 1.00 sighted five more boats. At 12.00 changed course to N by E (p. 46) (p. 467) and at 1.00 got, first night stay sail and anchor. Spanner Unrigged 11.

March 10 to 11.00. - Began with cloudy very pleasant weather and gentle breeze from Ely S. Smooth sea. At 12.30 changed course to N 4 E by standard compass. At 1.10 had routine drill for third period. Sighted five sails, two of which were three masted schooners that passed steering S. E. At 1.50 began to drift into the tanks with steam from S. boiler. One of the sails passed steered schooner in her beam and on starboard tack. A steamer sighted bearing about N. E. by E. At the end the ship is sailing with the wind on starboard beam under the foremast. The day was calm and the ship sail past the mainmast steering N. E. by standard compass. Leroy Hayward

6:45 P.M.: Cloudy pleasant weather. Steady sailing & light E by breeze last hour. G.O.S. hauled sail drile.
took on and furled all sail in 8 minutes; made sail in 4 minutes; took a single reef in topsails; closed
up foregallant sail and furl'd royals in 6 minutes; shook reef out of topsails; loosed and set royals 4
minutes. At end under all plain sail to ray all, except mainmast, and foretopmast staysail and
main topgal, sailing with wind our point free on course S W E (free) suspected no fog was
distant; temperature warm and no foul air. N.W. Mather. Thompson.

6:45 P.M.: Cloudy to overcast. Light to gentle easterly breeze. Barometer rising. Ship slow hauled on the
starboard tack under all plain sail to ree all except the mainmast and with the foretopmast stay sail
and main top gal staving about S W E (free) until 7:05 when took on and furl'd royals and hauled
down flying jib. Took 4 soundings at 8:00 getting 27 fathoms fine gray sand and deep blue shale. Haul
sails in sight during watch. Distilling with boiler D.
8 P.M. & McLaughlin. J.B. Briggs Thompson

Overcast and cloudy, and light to moderate breeze from East to S.E. by E. Moon shining behind clouds after 7:30. At beginning of watch by the wind, starboard tack under all plain sail & 2 ^{uppermost} sails hoist mainmast and foremast staysail and maintopgall. At 9:00 were ship, bringing by the wind on port tack. Lighted two vessels, lighted Distington with fork & Examined and found to be correct.

Nathl G. Parsons Charles M.

Examined and found to be correct.

D. Kirkland *Lincoln* *and* **Navigator.**

LOG of the UNITED STATES

Sailing Ship Essex

Third Rate,

Making Passage from Gloucester Mass to Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Form of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Amount.		State of the Sky.		
A. M.																			
1	4	1	94.8	Sby N 4 N.	E S E	4	5°	30.28	69	66	64	68	bc.	sc. cu	11.3	9	B		
2	2	8	97.6	"	"	3	4°	30.25	69	66	64	68	"	sc. cu	12.5	10	"		
3	2	9	100.5	S 4 N	"	3	5°	30.27	70	66	64	68	"	"	"	10	"		
4	3	7	4.2	S 4 E	East	3	5°	30.28	69	66	64	68	"	"	"	6	"		
5	3	6	7.8	S S E	Eby N	3	4°	30.27	69	66	65	68	"	"	"	4	"		
6	3	8	11.6	"	"	4	4°	30.29	69	67	65	69	"	sc. cu	"	4	"		
7	5	0	16.6	"	"	4	4°	30.30	68	68	65	69	"	sc. cu	"	3	"		
8	4	0	20.6	"	"	4	4°	30.28	68	68	65	69	"	"	"	3	"		
9	3	7	24.3	"	E S E	3	"	30.29	68	69	67	69	"	"	"	5	"		
10	3	8	28.1	N 4 N	"	3	3°	30.26	69	66	66	69	"	sc. cu	"	5	"		
11	4	2	32.3	"	"	3	3°	30.26	69	66	66	70	"	sc. cu	"	5	"		
Noon.	2	8	35.1	"	Eby N	3	3°	30.28	69	66	66	70	"	"	"	8	"		

Position at 8 A. M. Latitude by *RR* 39° 43' "A
Longitude by " 72° 31' "N

Position at noon: Latitude by observation 39° 45' "N
Longitude by observation 72° 36' "N
Latitude by D. R. 39° 47' "N
Longitude by D. R. 72° 34' "N

Course made good since preceding noon: 76.86 N

Distance made good since preceding noon: 9 miles.

Distance by Log since preceding noon: 76.6 miles.

Current per hour: *None* miles, set *None* true.

Position at 8 P. M. Latitude by 40° 17' "N
Longitude by 72° 47' "N

Variation of compass: 9° 00' N
Error of compass observed at 8:57 am 6° 19' N
Deviation of compass on S 25° E 2 41' E

Water expended during the preceding 24 hours, 500 gallons.

Water *Distilled* during the preceding 24 hours, 17 50 "

Water remaining on hand fit for use at noon, 2800 "

Coal consumed during the preceding 24 hours, 1 tons, 1860 lbs.

Coal remaining on hand at noon, 79 " 880 "

P. M.	Wind.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Leeway.	Barometer.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	CLOUDS.	Form of the Sea.	Amount of the Sea.	State of the Sea.
1	2	2	37.3	N 4 E	Eby N	3	1 1/2°	30.27	69	68	66	70	bc.	sc. cu	"	9	B
2	3	4	40.7	N 1/2 E	East	4	1°	30.26	69	68	66	70	"	"	"	8	"
3	5	2	46.9	N 3/4 E	"	4	1°	30.26	69	67	65	70	"	sc. cu	"	8	"
4	5	2	51.1	Nby E	"	5	1°	30.25	68	67	65	70	"	sc. cu	"	9	"
5	2	1	53.2	"	"	4	3/4°	30.24	68	67	65	69	"	sc. cu	"	9	"
6	3	9	57.1	North	Eby N	4	3/4°	30.25	68	66	65	69	"	sc. cu	"	9	"
7	3	6	60.7	N 1/2 N	"	4	3/4°	30.24	68	66	64	69	"	sc. cu	"	9	"
8	3	6	64.3	N 4 E	"	4	"	30.26	68	66	64	68	"	"	"	9	"
9	4	0	68.3	N 3/4 E	East	3	3°	30.24	68	65	64	68	"	sc. cu	"	9	"
10	4	1	73.0	Nby E 1/2 E	"	3	4°	30.26	67	64	63	68	"	"	"	9	"
11	1	7	74.7	N 1/2 E 1/2 E	Eby N	3	1°	30.29	67	64	63	67	"	"	"	9	"
Mid.	3	6	79.6	N 3/4 N	E S E	3	4°	30.27	67	64	63	67	"	"	"	9	"

under the command of

Commander L. C. Hubbard
Friday July 25

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 11:00 AM. Began with cloudy cool weather, moderate breeze from E by S and a smooth sea. Moon behind clouds. Banks of cumulus clouds rising from E by S. First clouds near the end of watch. At the end the ship is by the wind on the port tack under the foretopmast staysail and main staysail and all plain sail to topgallant sails, the mainmast staysail, E by standard compass. Distilling with steam from boiler. Howard has looked to East.

11:30 AM: Clear and fine. Breeze to moderate East wind. Sea smooth. Distilling from boiler. Took in topgallant sails at 7:00. At end by the wind on port tack under foretopmast staysail, mainmast staysail and plain sail to topgallant except mainmast. Steaming course E by S. Inspected magazines and shellrooms found temperature normal and no foul air.

1 PM to Meridian: Clear to cloudy and pleasant. Breeze from E by S to E by N. Barometer about steady. Ship steering E by S (true) under topsails, foresails, jib, foretopmast staysail, and spinnaker until 9:00 when some ships and set topgallant sails close hauled on starboard tack, the remainder of the watch. Had five quarters and batteries lightly equipped and muster for abandon ship at forenoon drill. Did clock back 2 minutes. Distilling from boiler.

Cloudy and cool. Breeze to stiff breeze from E by N and East. Throughout watch by the wind starboard tack. At beginning of watch under foretopmast staysail and all plain sail to royals except mainmast. From 1:30 to 2:00 spread as per routine. From 2:15 to 3:15 spread as per routine on heaving the lead. Lighted pig steamer, at 2:00 of main by itself. Distilling with D boiler.

4:30 PM: Began with cloudy pleasant weather, moderate breeze from East and a smooth sea. At 4:30 had port-drill exercising at furling and making ^{sail} ready, leaving the ship with her former course. During the drill E Postman, Apprentice & three while coming down the lee main-topmast rigging was caught in the hight of the topmast, chubbin and throw overboard after hanging to the sheet. As the sail was being shut down, J. Canessa, Chief Master at Arms jumped overboard and supported the boy who both were picked up after hanging to the quarter life line. The life buoy was let go, the lee life boat lowered, being picked up and boat hoisted. Time from call for life boat to its return with buoy 11 minutes. Have tarred main-topmast slack during absence of boat. At the end the ship is under the foretopmast staysail, the mainmast sail and all plain sail to topgallant sails save the mainmast, by the wind on starboard tack and steering N by E by standard compass. A steamer is steaming to wards us from the westward. Distilling with steam from D boiler.

Cloudy and damp. Breeze E by N breeze. Sea smooth. Breeze British steamer Edinburgh of 1800 tons, at end, by the wind on starboard tack, under foretopmast staysail and main-topmast sail and all plain sail to topgallant sails, steering at 45° per.

10 PM to Midnight: Cloudy and damp weather. Breeze from E by N, heading to E by E. Barometer rose. Ship close hauled on the starboard tack under plain sail to topgallant sails except mainmast, and with the foretopmast staysail and main-topmast sail until 10:30 when wore ship and stood by. Howard on the port tack under same sail. At 10:15 the island light was sighted from aloft bearing about N by N, 10° south, at 8:00 getting 27 fathoms, gray sand and at 10:00 getting 22 fathoms, gray sand. Distilling with boiler D. Steamer sighted headed to SE first part of watch.

Examined and found to be correct.

L. C. Hubbard

Commander U.S.N.

Navigator.

LOG of the UNITED STATES

Sailing Ship *Essex*

Shed Rate,

Sailing Passage from Gloucester, Mass to Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount of Rain, in inches.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			Formed, by symbols.	From, by symbols.		
A. M.																				
1	2	7	82.3	S 4 E	East		11		1 1/2	30.32	67	64	63	67		a. c. p.	a. c. p.		10	8
2	1	5	83.8	S 4 1/2 E	E by N		3		1	30.30	67	64	63	67		"	"		10	"
3	1	2	84.6	S 4 1/2 E	E 1/2 E		3		1	30.30	67	64	63	67		"	"		10	"
4	0	7	85.3	S 4 1/2 E	"		3		1	30.30	67	64	63	67		b. c.	"		9	"
5	3	0	88.3	S 4 1/2 E	E by N		3		1 1/2	30.30	67	65	63	67		"	"		9	"
6	2	9	91.2	S 4 1/2 E	E 1/2 E		3		1 1/2	30.31	67	65	63	67		"	"		9	"
7	2	8	94.0	"	"		3		1 1/2	30.31	67	65	63	67		"	"		9	"
8	3	2	97.2	S 4 1/2 E	"		3		1 1/2	30.31	67	65	63	67		"	"		9	"
9	3	8	101.1	S 4 1/2 E	"		3		1	30.33	67	65	63	68		"	"		9	"
10	3	7	4.8	S 4 1/2 E	"		3		1	30.32	68	65	63	68		"	"		9	"
11	4	0	8.8	S 4 1/2 E	"		3		1	30.32	68	65	63	68		"	"		9	"
Noon.	4	5	13.3	S 4 1/2 E	"		3		1	30.34	68	66	64	69		"	"		9	"

Position at 8 A. M. Latitude by *Bar*

Longitude by "

Latitude by observation

Longitude by observation

Position at noon: Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: *3/4* miles, set *South* true.Position at 8 P. M. Latitude by *Bar*Longitude by *Bar*

Variation of compass:

Error of compass observed at 9:00

Deviation of compass on *E 1/2 S*

Water expended during the preceding 24 hours.

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																				
1	4	0	17.3	S E	E N E	2-3 3'	1/2	30.31	66	67	64	69	b. c.	a. c.		9	8			
2	3	7	21.0	S 4 1/2 E	N E by E	2-3 3'	1/2	30.30	66	67	65	69	"	"		9	"			
3	3	5	24.5	S 4 1/2 E	N E	2-3 3'	1/2	30.28	66	67	65	69	"	"		9	"			
4	3	0	27.5	"	"	2-3 3'	1/2	30.26	66	68	66	69	"	"		9	"			
5	2	7	29.4	S 4 1/2 E	N E by E	2-3 3'	1/2	30.25	67	68	66	70	"	a. c.		9	"			
6	2	2	31.1	S 4 1/2 E	"	2-3 3'	1/2	30.25	67	68	66	70	"	a. c.		9	"			
7	1	6	31.4	E 1/2 S	"	2-2 2'	1/2	30.26	67	67	66	70	"	"		9	"			
8	0	8	31.4	S 4 1/2 E	N E by N	1 2'	3'	30.26	69	67	66	70	"	"		8	"			
9	1	0	32.0	E 1/2 S	N 1/2 E	1	1	30.26	70	67	65	70	"	"		7	"			
10	0	8	32.4	E 1/2 S	"	1	1	30.26	70	67	65	69	"	"		7	"			
11	1	5	32.8	E 1/2 S	"	1	1	30.26	70	67	65	69	"	a. c.		6	"			
Mid.	1	8	-	S 1/2 E	N E by N	1	1	30.26	70	67	66	69	"	a. c.		9	"			

under the command of

Commander L. C. Wilcox
Saturday July 26

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 10:00: Overcast and cloudy. Barring showers first three hours. Moon
showing behind clouds. Sea smooth. Moderate to light breeze from East backing to S.W.E.
Throughout watch by the wind port tack, under all plain sail to topgallant sails, except
mainsail, and foretopmast stay-sail and mainmast stay-sail. Distilling with D boiler until 1:30
when knocked off and left free to die out. Lighted one bright and one stowies.

4:45 P.M.:
Signs with cloudy cool weather. Smooth sea and gentle breeze from East to W.S.W. the
the fires being out lowered the smoke pipe. Took off the mainmast and yard covers and
ran the main tacks and sheets. But the boys in the watch over the mainmast. Detained
cleaning routine. A steamer steaming west passed to north half down. A schooner sighted on
starboard tack bearing about E.S.W. at the end. Set the mainsail at about 7:00. Made the
morning inspection of magazines and found the air fresh and the temperatures normal.
The temperatures were 71° and 69° forward, 73° and 70° aft, and 71° and 70° in the foremast locker.
At the end the ship is by the wind on the port tack under the foretopmast stay-sail and all
plain sail to topgallant sails steering about S.E. by S. of standing by compass.

8:00 P.M. to Meridian:-
Generally cloudy, pleasant weather. Gentle E.S.E. wind. Sea smooth. Engaged in cleaning ship.
Commanding Officer awarded the following punishments: Jeffers, P. Month in solace to P.P.
steward - three extra duty; Chapman, J. Month in solace under chest - 10 hours extra duty (single
look out); Reppel, J. Cabin look-out under chest - 10 hours extra duty (single look out); Richards, L.D.
Deck and washing and storming hammock at 10:00 am - 10 hours extra duty (single look out).
By order of Commanding Officer released George D.H. Appoe from confinement on account of ex-
piration of sentence, and placed him back in solitary confinement on bread and
water for 5 days in accordance with sentence awarded July 23, 02. At end ship under all plain sail to
topgallant sails and foretopmast stay-sail by the wind on port tack, steering about S.E.

Meridian to 4:00 P.M.:
Cloudy and pleasant. Light to gentle northeasterly breeze. Barometer fair. Ship close hauled on
the port tack under all plain sail to topgallant sails and with the foretopmast stay-sail until
1:35 when set the royals and flying jib.

4:00 to 6:00 P.M.:
Cloudy cool and pleasant. Sea smooth. Light to gentle breeze from N.E. E. Throughout watch
by the wind port tack under foretopmast stay-sail and all plain sail to royals.

6:00 to 8:00 P.M.:
Signs with cloudy pleasant weather, smooth sea and light breeze from East. The wind
veered to N.W. and fell to light air. At the end the ship is by the wind on the port tack
under all plain sail and the foretopmast stay-sail heading to by standard compass,
nearly dead in the water with the helm set down.

8:00 P.M. to Meridian:-
Cloudy at beginning. Clearing last half of watch. Pleasant weather. Moon rose at 10:30. Light
air from S.W. backing to East last hour. Lighted lights foremast bearing about S.E. and
under all plain sail to topsails and foretopmast stay-sail, by the wind on port tack heading
about S.E.

Examined and found to be correct.

J. W. Hubert Lieutenant Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Making Passage from Gloucester Mass to Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form of, by symbols.		Meaning of terms.	Amount, in tenths.	
A. M.																			
1	1	7	<i>34.5</i>	<i>S 45 E 3 E</i>	<i>SE</i>		1-2			30.26	69	67	66	70	<i>bc.</i>	<i>cc</i>	7	8	
2	1	0		<i>S 45 E</i>	<i>SE</i>		1-2			30.26	69	67	66	70		"		"	
3	0	6		<i>S 45 E</i>	<i>SE</i>		1			30.24	69	66	65	70		"		"	
4	0	5		<i>S 45 E</i>	<i>SE</i>		0-1			30.24	69	66	65	70		"		"	
5	0	5		<i>S 45 E</i>	<i>SE</i>		0-1	44		30.25	69	66	65	70		"	<i>cc</i>	2	
6	0	5		<i>S 45 E</i>	<i>SE</i>		0-1	4		30.25	69	67	65	70		"	<i>cc</i>	1	
7	0	5		<i>S 45 E</i>	<i>SE</i>		0-1	4		30.26	70	70	67	73		"	<i>cc</i>	2	
8	0	5		<i>S 45 E</i>	<i>SE</i>		0-1	4		30.26	70	72	69	73		"	<i>cc</i>	4	
9	0	3		<i>S 45 E</i>	<i>East</i>		0-1	12 5		30.27	71	75	70	72	<i>bc.</i>	<i>cc</i>	10	"	
10	0	2		<i>S 45 E</i>	<i>East E</i>		0-1	12 5		30.27	70	73	69	71	<i>bc.</i>	<i>cc</i>	9	"	
11	0	6		<i>S 45 E</i>	<i>SE</i>		0-1	12 5		30.25	71	73	69	71		"	<i>cc</i>	"	
Noon.	1	3		<i>S 45 E</i>	<i>SE</i>		2	12 4		30.26	71	73	68	71		"	<i>cc</i>	18	

Position at 8 A. M. { Latitude by 20
Longitude by

39° 35' " 4

Latitude by observation

71° 53' " 4

Longitude by observation

39° 34' " 4

Position at noon: { Latitude by D. R.

72° 03' " 4

Longitude by D. R.

39° 37' " 4

Course made good since preceding noon:

S 40° E

Distance made good since preceding noon:

31 miles.

Distance by Log since preceding noon:

35 miles.

Current per hour: 4 miles, set SE 7 true.

Position at 8 P. M. { Latitude by 20
Longitude by 40

40° 10' " 4

70° 16' " 4

Variation of compass:

9° 00' N 4

Error of compass observed at 8:00 AM.

10° 00' N 4

Deviation of compass on S 76° E

1° 00' E 4

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

7700 "

Coal consumed during the preceding 24 hours,

tons, 500 lbs.

Coal remaining on hand at noon,

76 " 445 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heed.	Leeway.	Barometer.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Surf. of Water.	Surf. of Air.	State of the Weather, by symbols.	CLOUDS.	Amount, in tenths.	the State of Sea.
1	2	5	34.5	S 45 E 3 E	SE		2		30.25	72	73	70	73		bc.	cc	8	8
2	2	3	34.5	S 45 E	SE		3		30.23	72	73	69	72		"	cc	6	"
3	3	5	37.1	S 45 E	SE		3		30.24	72	73	69	72		"	cc	6	"
4	3	9	41.0	S 45 E	SE		3		30.25	72	73	69	72		"	cc	4	"
5	2	4	41.3	S 45 E 3 E	SE		3		30.21	72	72	69	72		"	cc	9	"
6	4	8	50.1	S 45 E	SE		3		30.21	72	72	69	72		"	cc	8	"
7	5	1	50.2	S 45 E	SE		3		30.21	72	72	69	72		"	cc	8	"
8	5	2	60.4	S 45 E	SE		4		30.20	72	72	69	72		"	cc	9	"
9	5	5	60.9	S 45 E	SE		4		30.20	72	72	69	72		"	cc	10	"
10	6	6	72.5	S 45 E	SE		4		30.20	72	72	69	72		"	cc	10	"
11	6	4	78.9	S 45 E	SE		4	10	30.19	72	72	69	72		"	cc	9	"
Mid.	6	0	84.9	S 45 E	SE		4	10	30.18	72	72	69	72		"	cc	4	"

under the command of

Commander L. B. Huber
Sunday July 27

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until sunset. Cloudy and pleasant. Monsoon light breeze from NE to NE by N. Barometer about steady. Ship by the wind on the port tack under all plain sail to royals and with the foretopmast staysail.
28.5 fathoms. Druggist 4.00

6 AM. - Fairly clear fine and pleasant. Calm to light and from SE. Smooth. Throughout watch by the wind port tack under foretopmast staysail and all plain sail to royals, until 7:45 when took on foretopmast staysail, courses, royals and flying jib. Suspended, magazines. Temperature 72° 71° 72°, no foul air.
28.5 fathoms. Druggist 4.00

8 AM to Noon. - Began with cloudy pleasant weather smooth sea and calm and light air from East. During last quarter of first hour there constant drizzle. At 9:30 the Captain inspected at quarter and then inspected the ship. At 9:45 put the helm up and wore ship making sail and coming by the wind on starboard tack under all plain sail and the foretopmast staysail, steering SE by E by standard compass. The light air varied to E by E and by E by standard compass. At 10:10 brought the ship on her course SE by E by standard compass. The U. S. Cutter came up from astern steering about E by N. At 10:45 exchanged signals with the Cutter. These signals were made: at 11:00 by Cutter, 477; and at 11:32 by Cutter, 5068-577. Hoisted up the speaker while signaling. At the end the ship was in starboard tack under two points off starboard beam. Under the foretopmast staysail and all plain sail with the speaker, steering NE by E by standard compass, with the Cutter 1/2 mile away and on starboard beam. The ship has not command of about 1/2. George A. Hayward
28.5 fathoms. Druggist 4.00

Partly clear and pleasant weather. Light to gentle breeze from SE by E heading to SE. At 12:05 received following signal from (Cutter): - 342, 5092. Last night of (Cutter) about 1:30. At end ship under foretopmast staysail and all plain sail to royals on course SE by E by standard compass. Under the foretopmast staysail and all plain sail with the speaker, steering NE by E by standard compass, with the Cutter 1/2 mile away and on starboard beam. The ship has not command of about 1/2. George A. Hayward
28.5 fathoms. Druggist 4.00

6 PM. - Cloudy and pleasant. Gentle breeze from South. Barometer steady. Ship on course SE by E by standard compass, under all plain sail to royals, and with the foretopmast staysail until 4:25 when courses changed to SE by E by standard compass, steering SE by E by standard compass, with the Cutter 1/2 mile away and on starboard beam. The ship has not command of about 1/2. George A. Hayward
28.5 fathoms. Druggist 4.00

6 PM to Midnight. - Cloudy. Moderate breeze from South. Throughout watch on course SE by E by standard compass, under foretopmast staysail and all plain sail to royals. At 6:45 passed on, our painted white and about 10 feet long, floating in the water.
28.5 fathoms. Druggist 4.00

8 PM to Midnight. - Began a cloudy pleasant night clear along horizon. Smooth sea and moderate breeze from SE. At 7:05 the ship log gave a speed of 7.8 knots. At 7:10 furled the royals. The wind rose a point. At 7:15 hoisted up the weather clew of the mainmast. During the last hour the sky much clearer. The moon rose behind the clouds at about 11:05. At 11:05 hoisted down the flying jib and the foretopmast staysail and hoisted up the speaker. At the end the ship is before the wind under all plain sail to topgallant sails, main, etc. speaker, and the weather clew of the mainmast, steering SE by E by standard compass. There is a heavy dew. A short moderate sea is rising. A stunner light night for a few minutes during last hour being SE. The wind is from the NE. George A. Hayward
28.5 fathoms. Druggist 4.00

Examined and found to be correct.

R. H. Hubbard 2nd Navigator.

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

Shaking Passage from Gloucester, Mass. to Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.					TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.			State of Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water Surface.					Forme of, by symbols.	Moving form.	Amount, estimated.	
A. M.																						
1	5	1	90.0	45 45 E	S. N. by N.		4			30.15	70	73	71	73	h.c.			bc. 3			8	8
2	4	6	94.6	"	"		4			30.15	70	73	71	67	"			bc. 3			8	"
3	4	3	98.8	"	"		4			30.15	70	72	71	67	"			bc. 3			8	"
4	3	9	2.7	"	"		4			30.15	69	72	71	69	"			bc. 3			7	"
5	4	5	7.2	"	"		4			30.16	74	72	71	69	"			bc. 3			5	"
6	4	5	11.7	"	"		4			30.15	74	72	71	69	"			bc. 3			5	"
7	4	6	16.3	"	"		4.5			30.14	73	73	72	71	"			bc. 3			6	"
8	5	6	21.9	"	"		4.5			30.14	73	73	73	72	"			bc. 3			6	"
9	3	8	24.9	45 45 E	S. N. by N.		5			30.14	74	74	70	72	bc.			bc. 3			0	bc.
10	6	7	35.0	"	"		5			30.13	74	76	74	72	"			bc. 3			0	"
11	5	5	40.5	"	"		5			30.12	74	76	74	65	"			bc. 3			0	"
Noon.	5	8	46.3	"	"		5			30.12	72	74	72	65	"			bc. 3			0	bc.

Position at 8 A. M. { Latitude by *D.R.*
 Longitude by *"*
 Latitude by observation
 Longitude by observation
 Position at noon: Latitude by D. R.
 Longitude by D. R.

40° 10' "A
 70° 16' "A
 40° 35' "A
 69° 41' "A
 40° 28' "A
 69° 48' "A

Course made good since preceding noon:

N. 58° E

Distance made good since preceding noon:

128 miles.

Distance by Log since preceding noon:

146.3 miles.

Current per hour: $\frac{1}{10}$ miles, set *for E* true.

Position at 8 P. M. { Latitude by *D.R.*
 Longitude by *Ch*

40° 32' 30" "A
 69° 07' "A

Variation of compass:

12° 30' "A

Error of compass observed at 6:07 P.M.

10° 20' "A

Deviation of compass on *N. 1° E*

2° 00' "E

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1700 "

Coal consumed during the preceding 24 hours,

tons, 1010 lbs.

Coal remaining on hand at noon,

75 " 1675 "

P. M.																			
1	4	9	151.2	Elysh	Aug 8	4	1° 8'	30 12	72	74	72	66	bc. m	bc				1	bc
2	4	9	52.1	"	"	4	1° 1'	30 14	73	73	71	62	"	"				1	"
3	5	2	61.3	"	"	4	1° 1'	30 11	72	71	69	58	"	"				1	"
4	5	1	66.4	"	"	4	1° 1'	30 10	72	70	68	56	"	"	bc. m			1	"
5	4	6	71.0	"	"	4		30 10	72	67	66	59	"	"	bc. m			1	"
6	3	8	74.2	45 45	"	4		30 13	71	67	66	60	"	"	"			2	"
7	6	3	83.0	"	N. S. N.	4.5	6°	30 15	70	65	65	58	"	"	bc. 3			5	bc
8	7	3	90.3	"	"	4.5	6°	30 12	69	61	61	56	bc. 3	"	"			10	"
9	6	3	96.6	"	West	4	5°	30 12	67	58	58	55	bc. 3	"	"			6	"
10	5	3	2.1	"	"	4	5°	30 14	67	58	58	55	"	"	"			6	"
11	6	1	8.2	"	"	4.5	5°	30 14	68	63	63	60	"	"	"			6	"
Mid.	6	5	15.0	"	"	4.5	5°	30 16	68	66	66	62	bc. m	-	"			8	"

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Examined and found to be correct.

Navigator

LOG of the UNITED STATES

Training Ship Essex

Third

Rate,

Making Passage from Gloucester, Mass. to Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heed.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount, sea or ice.	State of sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water Surface.			Form of, by symbols.	Motion of, by symbols.		
A. M.																				
1	6	3	21.3	N 4 E.	N by S		2		44 ft	30 12	69	65	65	62	h. com.	sc. cu.			9	S
2	5	9	27.3	"	N by S		4		44 "	30 10	69	65	65	63	o. c. f.	"			10	"
3	5	1	32.3	"	N by S		3		44 "	30 08	69	65	65	63	"	"			10	"
4	4	4	36.7	"	N by S		3		44 "	30 08	68	65	65	63	"	"			10	"
5	3	9	46.6	"	"		3		44 "	30 07	69	65	65	63	"	"			10	"
6	3	0	48.5	N 30 W.	N 30 W.		3		44 "	30 07	69	65	65	63	"	"			10	"
7	3	4	47.7	"	"		3		44 "	30 06	68	65	65	63	"	"			10	"
8	4	3	52.0	"	"		3		44 "	30 08	68	65	65	63	"	"			10	"
9	2	6	54.6	N 1/2 W.	"		2		44 "	30 01	69	65	66	63	h. f. cu.	"			6	"
10	1	0	55.6	"	"		0-1		44 "	30 09	68	66	66	63	o. f.	S			10	"
11	1	7	56.5	"	"		0-1		44 ft	30 09	68	66	66	63	"	"			10	"
Noon.	1	5	-	"	"		0-1		44 "	30 09	69	66	66	63	"	"			10	"

Position at 8 A. M. { Latitude by
Longitude by44° 54' " 24
69° 20' " 4Position at noon: { Latitude by observation
Longitude by observation42° 0' " 24
69° 0' " 4Position at noon: { Latitude by D. R.
Longitude by D. R.42° 01' 30" 24
69° 22' " 4

Course made good since preceding noon:

N 4 E.

Distance made good since preceding noon:

87

miles.

Distance by Log since preceding noon:

111.7

miles.

Current per hour: - miles, set - true.

Position at 8 P. M. { Latitude by
Longitude by42° 31' " 24
69° 38' " 4

Variation of compass:

12° 30' W.

Error of compass observed at

10° 22' W.

Deviation of compass on N 40° 30' W.

2° 00' W.

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

1200

Water remaining on hand fit for use at noon,

1200

Coal consumed during the preceding 24 hours,

tons, 500 lbs.

Coal remaining on hand at noon,

75 " 1175 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heed.	Leeway.	Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water Surface.	State of the Weather, by symbols.	CLOUDS.	Amount, sea or ice.	State of sea.
1	1	4	56.5	N 30 W.	N 30 W.	0-1			30 09	69	68	68	65	o. c. f.	sc. cu.	10	S
2	1	5	"	"	"	0-1			30 07	70	69	68	65	"	"	10	"
3	0	7	"	"	"	0-1			30 07	70	69	68	65	"	"	10	"
4	0	7	"	"	S 30 W.	0-1			30 07	71	70	69	65	"	"	10	"
5	0	8	"	"	S 30 W.	2			30 08	70	68	68	65	"	"	10	"
6	0	6	"	"	N by E.	1-0			30 09	70	68	68	65	"	"	10	"
7	0	0	"	"	Calcu	0			30 10	70	68	68	66	o. c. f.	"	10	"
8	0	2	"	N 30 W.	Varigide	0-1			30 11	71	68	68	66	"	"	10	"
9	1	4	"	"	S 30 W.	1			30 11	72	68	68	66	o. c. f.	sc. cu.	10	"
10	1	0	"	"	N 30 W.	1			30 11	72	67	67	66	"	"	7	"
11	1	5	"	"	Calcu	1			30 10	72	67	67	65	"	"	8	"
Mid.	1	3	"	"	Calcu	1			30 10	72	67	67	66	"	"	9	"

under the command of

Commander L. C. Kilmer
Tuesday July 29

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 11:00 P.M. Breeze with clouds, misty, almost foggy weather, smooth sea, and moderate breeze from N.W. S. The wind fell and at about 1:30 the fog shut in thick fast. Wind veered to West and then backed to N.W. S. at the end of which moulded fog, smooth sea and gentle breeze from N.W. S. with the ship sailing free under all plain sail to top-gallant sails and the foremast staysail and steering N.W. by standard compass.

11:00 P.M. Thick fog. Gentle breeze from N.W. S. backing to N.W. S. Inspected magazines and ship's stores. Found temperatures normal and no fuel lost. At midnight on course N.W. S. under foremast staysail and all plain sail, with the wind about one point, staff put down.

11:00 P.M. Meridian:-

Saw to starboard, foggy the greater part of the watch - heavy last half hour, rounded fog horn first half of watch. Light breeze from N.W. S. Thermometer steady. At 1:00 changed course from N.W. S. (true) to N.W. (true) patent log 3.20 and at 1:30 changed from N.W. (true) to N.W. (true) patent log 3.40. Ship under all plain sail & royals except the flying jib and with the foremast staysail set. Had putting up and routine drills for the 1st and 2nd periods. The Captain awarded the following punishment: Oldsmith L.P. (A.C.) - partially and willful disobedience of orders - 5 days without confinement on bread and water. Purness T. (A.C.) - smoking with class and no money. Thomas H. (A.C.) was released, his term of confinement having expired. Placed Oldsmith L.P. (A.C.) in confinement in accordance with punishment awarded. The taking of punishment of Oldsmith L.P. (A.C.) was resumed from this date. Log, sounding at 1:30 giving muddy bottom at about 108 fathoms. Set clock ahead 5 minutes. Patent log backed in at 1:30 reading 3.40.

Overcast and foggy. Calm to light air from West and S.W. Throughout watch on course N.W. S. (true). At beginning of watch under jib, foremast staysail and all square sail to royals at 1:00 took in mainmast. From 1:40 to 2:00 expressed sea per routine. From 2:00 to 3:30 expressed appearance at hearing lead.

1:00 P.M. Breeze with clouds, cool and foggy weather, smooth sea, and light breeze from S.W. Made the afternoon inspection of magazines and found the air fresh and the temperatures normal. The temperatures were 71° and 67° forward, 71° and 67° aft and 71° and 67° in the foremast locker at 4:20 set sail drill exercising at shortening, furling and making sail. Under the mainmast put on the steering course which hoisted the smoke pipe. The wind fell to nearly a calm at the end of the ship is before the wind under the foremast staysail and all plain sail save the flying jib, mainmast and spinnaker steering N.W. by standard compass.

1:00 P.M. Heavy fog throughout watch. Calm to very light variable air. At 6:00 lighter fair in bow D. At 6:30 head up by post braces, furled up foremast, and set spinnaker. Wind under foremast staysail and all plain sail except flying jib, foremast and mainmast, with slight breeze on course N.W. S.

1:00 P.M. Meridian:- Cloudy and very damp, thick fog. Sounded fog horn entire watch. Light breeze from S.W. hauling to Eby S. Barometer about steady. Ship on course N.W. S. (true) under all plain sail to royals except the courses and flying jib and with the foremast staysail took in chamber at 1:00 but reset it at 9:00. Saw no shells D. Saw distilling. Commenced distilling at 1:00. By whistle of steamer heard last half of watch. Steamer headed N.W. S. Had night fire quarters at 8:00 no divisions reported ready on 4:00 minutes secured in 5 minutes.

38 Bings, Ensign U.S.N.

Examined and found to be correct.

J. H. Huttons Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Shad Rate,

Making Passage from Gloucester Mass to Portland, Me

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.				CLOUDS.			State of the Weather, by symbols.	Amount, made to 10.	State of Sea.
					Direction by Standard Compass.	Force.	Heed.		Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form of clouds.	Moving form.			
A. M.																		
1	1	6	2	N 3/4 N	East	0-1		30 10	72	67	67	65	a.c.f.w.	1		10	3	
2	1	6	.	"	"	1-2		30 11	72	67	67	65	"	"		10	"	
3	1	6	.	"	"	1-2		30 11	72	67	67	65	"	"		10	"	
4	2	6	50.0	"	E by N	3		30 10	72	66	66	65	a.c.m.	1		10	"	
5	2	6	52.8	"	East	3	2 1/2 N 1/4 E	30 10	70	66	66	65	a.c.m.	1		10	"	
6	2	6	67.0	"	E by N	3	2 1/2 N 1/4 E	30 11	70	65	65	65	L.c.f.	3		3	"	
7	2	6	71.2	"	East	3	2 1/2 N 1/4 E	30 11	69	67	66	65	L.c.f.	3		3	"	
8	2	6	75.4	"	"	3	2 1/2 N 1/4 E	30 12	68	67	66	65	"	"		4	"	
9	2	9	78.3	"	E by N	2-3	1/4 E	30 15	69	66	65	65	"	"		8	"	
10	1	9	80.2	N by N 1/4 N	E by E	2-3	1/2 E	30 15	68	66	65	65	L.c.	"		8	"	
11	3	5	83.7	N by N 1/4 N	N.E. by E	3	1/2 E	30 16	68	66	64	65	"	"		7	"	
Noon.	3	9	87.6	N by N	"	3-4	1/2 E	30 16	68	66	64	65	"	"		6	"	

Position at 8 A. M. { Latitude by *DR* $42^{\circ} 39'$ " *at*
Longitude by *DR* $69^{\circ} 35'$ " *at*
Latitude by observation $42^{\circ} 50'$ " *at*
Longitude by observation $69^{\circ} 50'$ " *at*
Position at noon: { Latitude by D. R. $42^{\circ} 40' 30''$ " *at*
Longitude by D. R. $69^{\circ} 38'$ " *at*
Course made good since preceding noon: $N 26^{\circ} N$
Distance made good since preceding noon: 5.2 miles.
Distance by Log since preceding noon: 47.7 miles.
Current per hour: $3/4$ miles, set $N 16^{\circ} E$ true.
Position at 8 P. M. { Latitude by 0° " *at*
Longitude by 0° " *at*
Variation of compass: $13^{\circ} 30'$ *at*
Error of compass observed at $13^{\circ} 50'$ *at*
Deviation of compass on $N 21^{\circ} 30' E$ $20'$ *at*
Water expended during the preceding 24 hours, 800 gallons.
Water *Distilled* during the preceding 24 hours, 800 "
Water remaining on hand fit for use at noon, 1500 "
Coal consumed during the preceding 24 hours, 1 tons, 780 lbs.
Coal remaining on hand at noon, 74 " 435 "

P. M.																			
1	3	6	91.2	N 3/4 N	N E by E.	3	1/2 N 3/4 E	30 15	68	66	66	64	L.c.	L.S				3	
2	3	2	72.7	N 1/2 N	E by E	2	1/2 N 1/4 E	30 15	67	67	66	64	"	"				2	
3	2	2	74.5	N by N 1/4 N	N E by E	2	1/2 N 1/4 E	30 16	66	66	65	64	"	"				2	
4	3	1	77.6	N by N 1/4 N	"	2-3	1/2 N 1/4 E	30 14	66	65	64	64	"	"				2	
5	0	9	98.5	N 1/4 N 1/4 N	"	4	3/4 E	30 13	65	67	66	64	"	"				2	
6	1	8	99.5	N by N 1/4 N	"	3	3/4 E	30 13	65	66	65	65	"	"				3	
7	0	6	100.6	N by E	"	2	1/2 E	30 16	66	66	65	65	L.c. m.	L.c. m.				3	
8	6	1	7.9	"	"	2	1/2 E	30 17	68	66	65	65	"	"				3	
9	6	0	13.9	N.E. 1/2 E	South	2	1/2 E	30 19	68	65	64	65	"	"				1	
10	6	3	20.2	"	"	2	1/2 E	30 23	68	65	64	65	"	"				1	
11	3	9	24.1	"	"	2	1/2 E	30 21	67	64	63	65	"	"				1	
Mid.	4	2	28.3	"	"	2	1/2 E	30 20	67	64	63	65	"	"				1	

under the command of *Commander L. C. Whitcomb,*
Tuesday July 28

, U. S. Navy,
, 190 2.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 PM - Overcast, foggy and drizzle, eight last hour when fog lifted, calm to gentle breeze from East and E by N. Throughout watch ship on course $S 4^{\circ} N$ true. At beginning of watch under foretopmast staysail and all plain sail to royals except courses and flying jib. At 8.15 put over fore reading S. S. at 8.30 set fore sail, distilling with 3 boilers.

4.45 PM -
Begins with cool cloudy weather with a smooth sea and gentle breeze from East. Early in the first hour a heavy fog shut in. During second hour the fog lifted. Lighted three schooners at 6.45 hoisted the flying jib. Made the morning inspection of magazines and found them good and the temperature normal. The temperatures were 72° and 71° forward; 71° and 69° aft, and 72° and 70° in the forenoon locker. At the end of the ship is under the foretopmast staysail and all plain sail save the mainsail with the wind on starboard beam steering $N 4^{\circ}$ by standard compass. The schooners are still in sight. Distilling with steam from 3 boilers.

4.50 PM to Meridian -
Clear and fine, at beginning clearing and fine and gentle breeze from E by N falling lighter and backing to E by E, second hour then to N by E and increasing to moderate breeze last hour at 7.30 moderate and suspected decrease at quarters after which held steady up. Still carrying at routine drill and instructions first and second periods. Commanding Officer awarded the following punishments: 40 flogging (app 80) manning filth, and shame large logs - duty solitary confinement on bread and water, 24 h. Duties (app 80) refusing to obey an order - duty confinement on bread and water. The following appointments of 30 flogging, lay was removed for 12 months from date. A number of sail and sea stammers sighted during watch. At 12.15 lighted fire and boiler 3. Cook a powdering at 12.30, 10 fathoms haul out and the bottom of the wind a starboard tack under foretopmast staysail and all plain sail to royals except mainsail, steering course E by N (true).

Meridian to 4 PM - Fair and pleasant. Light breeze from E by E to E by E. Barometer about steady. Slight light wind on starboard tack under all plain sail to royals except the mainsail and with the foretopmast staysail steering course from N by N (true) to E by N 3/4 E (true). Dried out boat sails and mainsail. Monday day for appointments. A number of sailing vessels in sight during the watch.

Distilling with boiler D, forenoon D.
4.45 PM - Fair, clear and pleasant. Moderate to gentle breeze from E by E. At beginning of watch by the wind, starboard tack under all plain sail to royals except mainsail and foretopmast staysail. At 4.15 called all hands, shifted topsails in 6 minutes, furled light sails and, under the gear sent down the light yards and under royals and flying jib. At 5.15 set main topsail. At 5.30 lighted land on fore side. At 5.45 took soundings, got 15 fathoms. In day, lighted signal, sailing vessels and one steamer. Distilling with 3 boilers, raising steam in boiler. At 6.15 set 3rd topsail.

4.50 PM - Foggy with, foggy pleasant weather and light breeze from E by E. A light wind from E. At 6.15 coupled up the screw. At 6.45 closed up the topsails and at 6.50 went ahead with the engines. Hauled up the fore sail and furled the square sails. Took in the fore and aft rail and stowed the head sails. At about 6.45 stopped distilling. At about 7.35 lighted E by E, E by E, E by E, and at 7.57 Born Island Light. And an eight ball along between the fore. At the end of the ship is steaming with the two boilers steering $N 4^{\circ}$ by standard compass. The magnetic bearings were taken: Born Island Light $S 8^{\circ} N$; and Cape Elizabeth Light $N 10^{\circ} E$. There are several schooners between the North and West.

4.50 PM to midnight -
Clear and fine. Bright starlight. Stage around horizon last half of watch. Light north wind. At 8.00 changed course to $N 15^{\circ} E$ (true) p. 1. 7.9. At 8.15 top Elizabeth Light $N 15^{\circ} E$ (true) and Born Island Light $N 15^{\circ} E$ (true) p. 1. 7.9. Lighted Portland Head at 8.30. Day May Boat at 8.50 and August 2d at 9.10. At 10.00 showed down to about 4 fathoms. The forenoon, steaming at about speed on course $N 15^{\circ} E$ (true). A number of sail and steamers in sight throughout watch. Ship rolling slightly at times, but easily to bring and bear E by E and E.

J. M. Hubbard *Lucius* *End* Navigator.

LOG of the UNITED STATES

Training Ship Essex

3rd Rate,

Making Passage from Annapolis Md to Portland Me and at anchor in harbor of Portland Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heed.	Leeway.	BAROMETER.		TEMPERATURE.					CLOUDS.		State of the Weather, by symbols.	Forms of, by symbols.	Misting form.	Amount, percent.	State of Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air.	Dry Bulb.	Air.	Wet Bulb.	Surface.							
A. M.																							
12.30	1	9	30.2	N E 1/4 E	N. E.		0-1			30 18	67	64	63	65									
1	1	9	32.1	"	"		0-1			30 19	67	64	61	60									
2	2	0	36.1	"	"		0-1			30 19	67	62	61	60									
3	3	1	38.7	N 7/8 E 1/4 N	"		0-1			30 19	67	63	61	60									
4	3	7	43.4	"	"		0-1			30 19	67	63	61	60									
5	3	0	42.9	N 1/2 E	E 1/2 E		1			30 16	67	63	62	60									
6	2	3	42.0	N 1/2 E	"		1			30 18	67	65	63	60									
7	2	2	44.8	N 1/2 E	"		1			30 18	67	67	65	60									
8	2	4	52.2	South	"		1			30 18	67	67	65	60									
9	2	4	57.6	"	"		1			30 18	67	67	65	60									
10	3	3	65.9	Heading in	S. E.		3			30 20	67	68	66	60									
11	5	1	71.0	Ship's Head	South		3			30 19	67	70	66										
Noon.	At anchor			N. E.	"		3			30 17	67	73	66										
				N. E.	"		3			30 16	71	76	68										

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																								
1	At anchor	S. S. W.	S. S. W.	3	30 15	73	79	79	71	66	66	66	66	66	66	66	66	66	66	66	66	66	66	
2	"	"	"	3	30 15	73	79	79	71	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
3	"	"	"	3-4	30 14	74	78	78	72	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
4	"	South	"	4	30 14	74	78	78	72	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
5	"	Ship's Head	"	4	30 11	72	73	78	68	66	66	66	66	66	66	66	66	66	66	66	66	66	66	
6	"	"	"	3	30 11	71	70	70	68	66	66	66	66	66	66	66	66	66	66	66	66	66	66	
7	"	S. W. by S	"	3	30 11	71	68	68	66	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
8	"	S. W. by N	"	3	30 11	71	68	68	66	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
9	"	N. S. W.	"	3	30 11	71	68	68	67	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
10	"	S. W. by N	"	3-5	30 14	71	68	68	68	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
11	"	N. W. by N	"	3-5	30 14	69	68	68	68	66	66	66	66	66	66	66	66	66	66	66	66	66	66	
Mid.	"	N. W. by S	S. W.	3-4	30 12	68	67	67	67	66	66	66	66	66	66	66	66	66	66	66	66	66	66	

Commander L. C. Keilner
Thursday July 29

, 190 2 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

At beginning of
watch on course N. by N. 7. N. (true) under steam, before Bird's. Sent off interview after mast-
head at 4.42 changed course to N. by N. 7. N. (true) Feb 49. At 5.15 stopped and took mending getting 65
fathoms soft mud at 5.15 went ahead on course N. by N. (true) Feb 49. At 5.45 changed course to North
No. 60 & 61. Spawns Thompson

Rising with pleasant clear weather, foggy on shore, gentle breeze from S.E. and an easy swell from South. At 10 AM being bound into Portland Harbor standing between Sigsbee Reef and Sigsbee Reef Light, Thetis at 11:25. The term being finished L. H. Lusk, apprentice & class is released and G. C. Nichols, apprentice & class is placed in solitary confinement on bread and water for 6 days. At 9:30 inspected at quarters. At 10:15 being nearly in the harbor called all hands at 10:02 in 7th fathoms and a soft sandy bottom came to the part anchor, owing to 68 fathoms at the outer edge. Three angles were taken at anchorage. Deadwater light down to Portland Head Light. Since 33° 40'. Portland Head Light down to Spar Buoy 74, 100-20°. Ships draft, 18 feet 8" forward; and 16 feet 3 inches aft. Stopped firing 13 shells and at 10:50 its guns are out. At 10:55 began to distill water tanks with steam from 2 boilers. On entering passed several small vessels. Two gun steam launch and a mail.

Wm. K. Hayward J. H. Lusk

Clear and fine. Swells to moderate S.E. breeze. Distilling from 5 boiler. Riding by flood tide.
H. W. Kneff June 24th 1881

8 PM to Midnight:-
 Her mood pleasant. Gentle to moderate S.W. breeze. Incoming to 44 from 10.0 to 11.00. Distilling
 from boiler 2. S. Conway. Hunt & W.

Approved L. Kelner
Commodore U.S.N. Commodore

LOG of the UNITED STATES

Training Ship Essex
At anchor in the harbor of Portland, Me.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heed.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air.	Dry Bulb.	At surface.	Water at surface.		Forms of clouds, by symbols.	Moving form.	Amount, sea and sky.	
A. M.																				
1	<i>At anchor</i>			<i>N. H.</i>	<i>S. H.</i>		2			30.13	67	67	67			<i>bcu.</i>	<i>ci S</i>		1	
2	"			"	"		2			30.13	67	67	67			"	"		1	
3	"			<i>S. H.</i>	"		2			30.11	67	65	65			"	<i>ci S</i>		2	
4	"			"	"		2			30.10	67	65	65			<i>bcu.</i>	"		2	
5	"			<i>S. H.</i>	"		2			30.09	66	65	65			"	<i>ci S</i>		2	
6	"			"	"		2			30.08	65	65	63			"	"		1	
7	"			"	"		3			30.09	66	67	66			"	<i>ci</i>		2	
8	"			<i>S. H.</i>	"		3			30.09	67	69	66			"	<i>ci</i>		3	
9	"			<i>S. H. by S.</i>	"		3			30.10	70	73	68			"	<i>ci</i>		5	
10	"			"	"		3			30.11	69	73	68			"	<i>bcu</i>		5	
11	"			<i>Wind</i>	<i>S. H.</i>		3			30.11	68	68	65			"	<i>S</i>		8	
Noon.	"			<i>S. H. by S.</i>	<i>S. H.</i>		3			30.10	67	68	65			"	"		9	

Position at 8 A. M. { Latitude by
 { Longitude by

{ Latitude by observation

Position at noon:

{ Longitude by observation

{ Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour:

miles, set

true.

Position at 8 P. M. { Latitude by
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

600 gallons.

2000 "

2900 "

1 tons, 2200 lbs.

67 " 570 "

P. M.																				
1	<i>At anchor</i>			<i>S. H.</i>	<i>S. H.</i>		3			30.10	68	68	66			<i>bcu.</i>	<i>ci S</i>		5	
2	"			<i>S. H.</i>	"		3			30.08	68	68	66			"	"		5	
3	"			"	"		3-4			30.07	70	70	66			"	"		5	
4	"			"	"		3-4			30.07	70	70	66			"	"		7	
5	"			<i>S. H. E.</i>	"		3			30.07	67	68	66			"	"		9	
6	"			"	"		3			30.06	67	68	65			"	"		9	
7	"			<i>S. H.</i>	"		2-3			30.06	67	66	65			<i>bcu.</i>	<i>ci S</i>		10	
8	"			<i>S. H.</i>	<i>S. H.</i>		2			30.06	67	65	64			"	"		10	
9	"			"	"		1			30.06	68	64	64			"	"		10	
10	"			<i>S. H. S.</i>	"		1			30.05	67	64	63			<i>bcu.</i>	"		10	
11	"			<i>Wind</i>	<i>S. H.</i>		1			30.05	67	64	64			"	"		10	
Mid.	"			<i>S. H.</i>	"		1			30.05	67	65	65			<i>bcu.</i>	<i>S</i>		9	

under the command of

Commauder L. C. Kilian!
Friday August 1

, U. S. Navy,
, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Common and until 1880s - Fair and pleasant. Light breeze from S.W. Promoter felt slightly more rain at 3.10. Ship riding to ebb tide about 2 hrs when running to flood. Fish in market
Dear Antislavery purchase. J. P. B. Bangs, Bangor, N.H.

468 am.

J. B. G. G. G. G.

245 AMM. began with fair hazy weather and light breezes from S.W. The wind increased to gulle breezes. Received on board in Day Department 230 pounds of bread and 270 of meat and of vegetables. Made the morning inspection of passengers and found the air fresh and the temperatures normal. The temperatures were 71° and 69° forward, 71° and 68° aft, and 70° and 68° in the percussion locker.

George N. Hayward Lieutenant.

St. Mark's - Cloudy pleasant weather! Recd. large from St. M. H. At 10 muskellunge captured after which appearing at the quayside and landed provisions and manured all boats for anchoring ship. The commanding Officer awarded the following prizes: 1st Peter, A.C. 2nd John, A.C. 3rd J. H. A.C. 4th J. H. A.C. 5th J. H. A.C. 6th J. H. A.C. 7th J. H. A.C. 8th J. H. A.C. 9th J. H. A.C. 10th J. H. A.C. 11th J. H. A.C. 12th J. H. A.C. 13th J. H. A.C. 14th J. H. A.C. 15th J. H. A.C. 16th J. H. A.C. 17th J. H. A.C. 18th J. H. A.C. 19th J. H. A.C. 20th J. H. A.C. 21st J. H. A.C. 22nd J. H. A.C. 23rd J. H. A.C. 24th J. H. A.C. 25th J. H. A.C. 26th J. H. A.C. 27th J. H. A.C. 28th J. H. A.C. 29th J. H. A.C. 30th J. H. A.C. 31st J. H. A.C. 32nd J. H. A.C. 33rd J. H. A.C. 34th J. H. A.C. 35th J. H. A.C. 36th J. H. A.C. 37th J. H. A.C. 38th J. H. A.C. 39th J. H. A.C. 40th J. H. A.C. 41st J. H. A.C. 42nd J. H. A.C. 43rd J. H. A.C. 44th J. H. A.C. 45th J. H. A.C. 46th J. H. A.C. 47th J. H. A.C. 48th J. H. A.C. 49th J. H. A.C. 50th J. H. A.C. 51st J. H. A.C. 52nd J. H. A.C. 53rd J. H. A.C. 54th J. H. A.C. 55th J. H. A.C. 56th J. H. A.C. 57th J. H. A.C. 58th J. H. A.C. 59th J. H. A.C. 60th J. H. A.C. 61st J. H. A.C. 62nd J. H. A.C. 63rd J. H. A.C. 64th J. H. A.C. 65th J. H. A.C. 66th J. H. A.C. 67th J. H. A.C. 68th J. H. A.C. 69th J. H. A.C. 70th J. H. A.C. 71st J. H. A.C. 72nd J. H. A.C. 73rd J. H. A.C. 74th J. H. A.C. 75th J. H. A.C. 76th J. H. A.C. 77th J. H. A.C. 78th J. H. A.C. 79th J. H. A.C. 80th J. H. A.C. 81st J. H. A.C. 82nd J. H. A.C. 83rd J. H. A.C. 84th J. H. A.C. 85th J. H. A.C. 86th J. H. A.C. 87th J. H. A.C. 88th J. H. A.C. 89th J. H. A.C. 90th J. H. A.C. 91st J. H. A.C. 92nd J. H. A.C. 93rd J. H. A.C. 94th J. H. A.C. 95th J. H. A.C. 96th J. H. A.C. 97th J. H. A.C. 98th J. H. A.C. 99th J. H. A.C. 100th J. H. A.C. 101st J. H. A.C. 102nd J. H. A.C. 103rd J. H. A.C. 104th J. H. A.C. 105th J. H. A.C. 106th J. H. A.C. 107th J. H. A.C. 108th J. H. A.C. 109th J. H. 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A.C. 344th J. H. A.C. 345th J. H. A.C. 346th J.

Myrrors to R.P.M. Fair and pleasant. Gentle & moderate breeze from S.W. Thermometer fell.
Ship rising to flood tide throughout the night. Sent liberty party of apprentices to crew
shore. Fuel sent below the fore and main topmasts and its forecastle. Made ready
top of mizzenmast flood, drain and scupper valves and found them in good order.
Sent in bottle D for distilling four barrels. Sent down royal yards.

J.B. Brown J. B. Brown

[illegible]

8 PM to Midnight:-

Descent and dampness. Fog shot in at about 100 and remained thick until 11:00-
fog bell rung during that time. Light air from S.E. coming out from Bay N.
Blood half of water. Barometer steady. Ship riding on flood tide until 12:00 when running
with. Grew out in holes N at 11:30 23 Bonney Onagulle N.

32 Bonaparte. Ensignell M.

Examined and found to be correct.

Webster. *Navigator.*

LOG of the UNITED STATES

Training Ship Essex

H. S. Rate,

At Anchor in the Harbor of Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather by symbols.	CLOUDS.			the State of Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air Dry Bulb.	Air Wet Bulb.	Water Surface.	Forms of clouds by symbols.	Moving form.	Amount, percent.	
A. M.																
1	At Anchor			N. A. N.	S. by N.	1-3		30.04	66	65	65		o.c.m.	S		10
2	"			N. A. N.	"	3		30.04	66	65	65		"	"		10
3	"			N. by N.	"	2-3		30.04	66	65	65		"	"		10
4	"			N. by N.	"	2		30.04	66	65	65		"	"		10
5	"			S. S. E.	"	2		30.04	66	65	65		"	"		10
6	"			S. E.	S. by E.	0		30.05	66	65	65		o.c.f.	"		10
7	"			S. S. E.	S. S. E.	2		30.05	66	65	65		o.c.f.	"		10
8	"			"	"	2		30.05	66	65	65		"	"		10
9	"			"	"	2		30.06	68	67	67		"	S. S.		10
10	"			S. by E.	"	2		30.06	68	67	67		o.c.f.	"		10
11	"			Thames	"	2		30.06	68	67	67		"	"		10
Noon.	"			S. N. by S.	"	2		30.06	68	66	65		o.c.m.	"		10

Position at 8 A. M. { Latitude by

{ Longitude by

{ Latitude by observation

Position at noon: { Longitude by observation

{ Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by

{ Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

600 gallons.

200 "

2550 "

1 tons, 1170 lbs.

65 " 1640 "

P. M.																
1	At Anchor	S. S. E.	S. S. E.	2	30 05	65	65	65	o. c. f. w.	S		10				
2	"	S. N. by N.	"	2	30 05	65	65	65	"	"		10				
3	"	N. S. N.	"	2	30 05	65	66	66	o. c. f. d	"		10				
4	"	Thames	"	2	30 05	65	66	66	o. c. f. r. t.	"		10				
5	"	S. E.	S. E.	2	30 06	66	66	66	o. c. f. r. t. l.	N		10				
6	"	"	"	2	30 06	66	66	66	o. c. f. r. x.	"		10				
7	"	S. E. by E.	S. E. by E.	2	30 00	66	66	66	o. c. f.	"		10				
8	"	S. by E.	S. by E.	2	30 00	65	66	66	h. c. f. p. h.	N		10				
9	"	"	"	2	30 03	65	66	66	h. c. f. m. t.	h. c. f.		10				
10	"	S. by N.	East	2	30 03	67	67	67	o. c. f. w.	S. S.		10				
11	"	S. S. E.	S. S. E.	2	30 03	67	61	61	o. c. f.	"		10				
Mid.	"	S. by N.	S. E.	1	30 03	66	62	62	"	"		10				

under the command of *Commander L C Kitchin*
Saturday August 2

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 11 AM. - Overcast. Hazy. Light air to gentle breeze from S by N.
Robert P. Spenser Ensign USN

At 8 AM. -

Overcast and cloudy. Much fog first half, lifting toward end of watch. Inspected magazines and shell rooms, found temperatures normal and no foul air. Liberty party returned. Received in Pay Department for the crew 200 lbs each of fresh beef and vegetables and 200 lbs of fresh bread. J. J. Murphy (Able Seaman) was transferred to the Naval Hospital at Portsmouth New Hampshire and his accounts transferred to the U.S.P. Malack at Navy Yard, Boston.
W. H. King Lieutenant

8 AM to Meridian. -

Overcast, foggy around the Lagoon and at times very heavy fog about ship. Fog bell sounded at intervals during the watch. Light breeze from S.E. Barometer steady. Cold day on the open deck. A reward of \$5.00 was offered the Police authorities of Portland for the apprehension and delivery on board this ship on or before August 8 of James Enlow, CP and Geo. J. C. R. Albrecht & Young, CP Stevedores and D. E. Wright (Able Seaman). The Captain awarded the following punishment: Flogging 10 lashes (D. E. Wright), light from liberty with close. The Captain called officially on the Commanding Officer of the U.S.S. Indiana.
J. E. Dwyer Ensign USN

Meridian to 4 PM. -

Overcast, foggy and damp. Rain last hour. Light breeze from S.E. The following apprentices returned from liberty, 8 hours watch time. Stevedore C. B. Jellison, CP Wright D. E. Young. Sent liberty party of men and boys ashore.
Robert P. Spenser Ensign USN

At 8 PM. -

Overcast, frequent rain squalls, foggy. Light westerly breeze. Barometer about steady. All the apprentices liberty party with the exception of four returned. Magazines inspected, temperatures forward 71-70, aft 70-67, small arm 74-69, no foul air.
J. E. Dwyer Ensign USN

8 PM to Midnight. -

Clouds and overcast. Light breeze first hour. Night past two hours foggy last two. Light breeze to light air from S.E. ^{and squalls at intervals from steam launch.}
Robert P. Spenser Ensign USN

Examined and found to be correct.

J. H. Hubbard *Lieutenant* *Navigator.*

LOG of the UNITED STATES

Training Ship Essex 3^d Rate,
At anchor in the Harbor of Portland Me

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heed.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Forms of clouds, by symbols.		Moving from.	Amount, made by 10.		
A. M.																				
1	<i>At anchor</i>		<i>N by W</i>	<i>N by W</i>		1				30.00	65	62	62		<i>o c f</i>	<i>W</i>		10		
2	"		<i>N by W</i>	<i>N by W</i>		1				30.00	65	63	63		<i>o c f</i>	"		10		
3	"		"	"		1				30.01	66	63	63		"	"		10		
4	"		"	"		1				30.01	66	63	63		"	"		10		
5			<i>Various</i>	<i>Calen</i>		0				30.01	67	64	64		"	"		10		
6			<i>S by E</i>	"		0				30.01	67	64	64		<i>o c m</i>	"		10		
7			"	"		0				30.01	67	64	64		"	"		10		
8			<i>S by E</i>	<i>S by E</i>		0-1				30.01	67	64	64		"	"		10		
9			<i>S by E</i>	"		0-1				30.01	67	65	65		"	<i>S</i>		10		
10			<i>S by E</i>	"		2				30.01	67	67	66		"	"		10		
11			<i>N by S</i>	"		20				30.00	66	65	65		"	"		10		
Noon.			<i>East</i>	"		3				30.00	66	65	65		<i>bc m</i>	<i>bc m</i>		8		

Position at 8 A. M. { Latitude by o ' "
 Longitude by o ' "
 Latitude by observation o ' "
 Longitude by observation o ' "
 Position at noon: { Latitude by D. R. o ' "
 Longitude by D. R. o ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.Distance by Log since preceding noon: miles.Current per hour: miles, set true.

Position at 8 P. M. { Latitude by o ' "
 Longitude by o ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.Water during the preceding 24 hours, "Water remaining on hand fit for use at noon, 1950 "Coal consumed during the preceding 24 hours, tons, 840 lbs.Coal remaining on hand at noon, 65 " 800 "

P. M.																				
1			<i>At anchor</i>	<i>N by W</i>	<i>South</i>		3			29.98	66	66	66			<i>bc m</i>	<i>bc m</i>		5	
2			"	<i>S by W</i>	"		3			29.97	66	67	64			"	"		6	
3			"	<i>West</i>	"		3			29.95	68	65	64			<i>bc f</i>	"		10	
4			"	"	"		3			29.96	66	66	64			<i>o c f</i>	<i>S</i>		10	
5			"	<i>S by E</i>	"		1			29.96	66	66	64			<i>o c f</i>	"		10	
6			"	"	"		2			29.96	66	66	64			"	"		10	
7			"	<i>S by E</i>	"		2			29.96	66	66	64			"	"		10	
8			"	<i>S by E</i>	"		2			29.93	66	66	64			"	"		10	
9			"	"	"		2			29.91	67	63	64			<i>o c f</i>	"		10	
10			"	<i>S by W</i>	"		2			29.91	67	63	64			"	"		10	
11			"	<i>N by S</i>	"		1			29.90	66	63	64			<i>bc f</i>	"		8	
Mid.			"	<i>At anchor</i>	"		1			29.91	66	63	64			<i>bc f</i>	"		8	

under the command of

Commander L.C. Melvin
Sunday Aug 3

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 AM. Began with very foggy damp weather and a light
air from N.W. by N. The wind veered to ^{light N.}
Serge N. Heyward First Lt. U.S.N.

4:30 AM:-
Overcast, misty, and damp weather. Calm. Barometer steady. Magazines inspected, temperature forward 71°-70°-aft 70°-67°-midsection 72°-70° no foul air. Received in Day Report
must 25 lbs bread, 25 lbs meat, 200 lbs vegetables, Liberty party with exception of ²⁵⁰⁰⁰⁰⁰⁰
over returned. ²⁵⁰⁰⁰⁰⁰⁰ ²⁵⁰⁰⁰⁰⁰⁰

4:30 AM:-
Overcast and cloudy. Heavy haze, lightning last hour. Calm to gentle breeze
from S.W. to S. (22°) released from confinement, expiration of
sentence. Santa Rosa (app 3 C) placed in solitary confinement, in on bread and water
for 3 days by order of Commanding Officer. At 9:30 received crew at quarters, after
which married crew left on guard duty and prohibited articles for the Government of
the Navy and Naval Orders No 1277-1278-1279, Commuted (app 3) returned home being
16 hours overtime. ²⁵⁰⁰⁰⁰⁰⁰ ²⁵⁰⁰⁰⁰⁰⁰

Midnight 4 PM:- Began with cool hazy weather and gentle breeze from South.
Sent a liberty party ashore. J. H. Williams and J. H. Williams & class returned
13 hours overtime. The fog drifted in during evening hours and by 3:30 was thick.
Serge N. Heyward First Lt. U.S.N.

4:30 PM:-
Overcast, cloudy and damp. Light breeze from South.
Inspected magazines, temperatures 70°-69°-70° no foul air.
John P. Spencer Burgess

PM & Midnight
Began with cloudy, very foggy weather and light breeze from South. The breeze
fell to light air. Lightning during last hour. At 10:00 began to move to the east
around at midnight. F. H. Taglia (app 3) returned, 3 class re-
turned 28 1/2 hours overtime. ²⁵⁰⁰⁰⁰⁰⁰ ²⁵⁰⁰⁰⁰⁰⁰

Melvin

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

At anchor in the harbor of Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heed.	Leeway.	BAROMETER.					TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			Amount made in the day.	State of Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form of clouds, by symbols.	Morning.	Afternoon.							
A. M.																								
1			At anchor	S. by N.	Calcu		0			29.88	65	62	62					bc. fog	S		10			
2			"	"	"		0			29.88	65	63	63					"	"		10			
3			"	S. by N. by E.	"		0			29.88	65	63	63					"	"		10			
4			"	S. by N.	West		1			29.89	65	63	63					bc. fog	a. m.		9			
5			"	S. N.	Calcu		0			29.88	66	63	63					af.	"		10			
6			"	Various	S. E.		0.1			29.89	66	63	63					"	"		10			
7			"	S. E. by S.	East		0.1			29.89	66	64	64					"	"		10			
8			"	S. E.	"		0.1			29.89	66	64	64					"	"		10			
9			"	S. E. by S.	S. S. E.		1			29.89	66	65	65					bc. fog	S. by E.		9			
10			"	S. S. E.	"		1			29.90	67	66	66					bc. fog	S. by E.		8			
11			"	S. S. N.	South		1			29.90	67	66	66					"	"		6			
Noon.			"	S. N.	"		1			29.89	66	66	66					"	"		6			

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 6.00 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon, 13.50 "

Coal consumed during the preceding 24 hours, tons, 5.00 lbs.

Coal remaining on hand at noon, 6.50 " 3.00 "

P. M.																								
1		At anchor	S. by S.	South	2-3			29 88	67	68	67		bc. fog	S. by S.							7			
2		"	S. by N.	S. E.	3			29 88	68	70	69		bc. fog	S. by N.							7			
3		"	West	"	3			29 88	68	69	69		bc. fog	S. by N.							8			
4		"	S. by N.	"	3			29 91	67	68	67		"	"							8			
5		"	S. by E.	East	3			29 90	68	69	68		bc. fog	S. by E.							7			
6		"	East	S. E. by E.	1			29 90	68	68	67		bc. fog	S. by E.							5			
7		"	S. E.	"	1			29 91	68	68	67		"	"							5			
8		"	"	Calcu	0			29 96	68	66	65		bc. fog	S. by E.							4			
9		"	S. S. E.	"	0			29 96	68	65	65		"	"							4			
10		"	S. by E.	"	0			29 96	69	66	66		"	S. by E.							4			
11		"	S. S. N.	"	0			29 96	69	66	66		"	"							3			
Mid.		"	S. S. N.	S. N.	1-3			29 96	69	66	66		bc. fog	S. S. N.							4			

under the command of

Commander L. C. Neilson
Monday Aug 4

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 10:00 - Rain and thick fog lifted last hour. Calm to light S.W. air.
J. H. Knapik Lieutenant

4:30 to 5:00 PM

Overcast and foggy. Calm and light air from S.W. to East. Suspended magazine temperatures normal. Nicotina in Ray Department 200 lbs dried, 250 lbs moist and 1000 lbs tobacco.
Robert G. Sparrow Quartermaster

8:00 to 10:00 AM. Began with damp foggy weather and light air from S.W. At 9:30 completed at quarters and had routine drills for first and second periods. Received a visit of courtesy from the Captain of the Indiana. The Captain returned the visit of courtesy of the officers in command at Fort Peck. The fog lifted for short intervals. The wind veered to South. Began to swing to S.W. at 10:30. Cloudy weather. The Captain gave these punishments to 4th Co. 1st, Chief Petty Officer and 2nd, being 24 hours overtime and to 1st Lt. Williams and 2nd Lt. Wolf, Apprentices 3 class, for being 18 hours over leave, 1st class to 1st Lt. Williams, Baker 2 class, for being 26 hours over leave, to 1st Lt. Conlon, Cook, American, to 1st Lt. Douglas and 1st Lt. Stewart, Apprentices 2 class, for being 24 hours over leave, 1st class for 2 months, to 1st Lt. Burnett, Apprentices 3 class, for being 16 years over leave, 1st class; to 1st Lt. Davis, Apprentices 3 class, for being 24 hours over leave, 1st class and no money, and to 1st Lt. Goldsmith, Apprentice 2 class, for mis-
juring Government property, 5 days solitary confinement, 1st class and water.
Meridian to 4:00 PM -

Partly cloudy and misty, with passing showers accompanied by thunder last half. Light to gentle South breeze backing to S.E. Finished swimming to 1st at 2:00. I. C. 1st Lt. B.M. returned on board 2 1/2 hours overtime. Made monthly test of all batteries and bell circuits - all in good working order. Sailed life buoys - both in good working order. Received following very long message from Indiana. What are the names of officers going ashore in parade tomorrow from your ship? Answered - Lt. Knapik and Ensign Sparrow.
J. H. Knapik Lieutenant

8:00 PM. Began with cloudy weather showers to northward, thunder and lightning and gentle breeze from S.E. Made the afternoon inspection of magazines and found the air fresh and the temperatures normal. The temperatures were 70 and 68 forward, 68 and 60 aft, and 69 and 67 in the forenoon below. The breeze backed to S.E. by 5 and a fair to light air. The vessel and the Indiana are swinging close brought to the chain, at 4:30 commenced at quarters. Hove in to 2nd batteries on riding chain. Three angles were then taken. Discharge light house to Portland Reef light house, 97° 25' and Portland Reef light house to 1st buoy 240° 14' - 108° 25'. Went down the royal and the topmast yards at 10:00 made signal. Interrogatory 5782 which the Indiana answered with affirmative. Sent down the topmast yards the first part of the royal and the royal furling both parties at 10:00 the Indiana made signal "Commanding Officer repairs on board" which signal was obeyed.
George H. Hayward Paymaster Lieutenant

8:00 to Midnight.

Clear and pleasant. Cloudy and misty around horizon. Calm until last hour when gentle breeze in squalls from N.W. of July. C.M. returned on board 3 hours overtime. Began formed on board at 10:00. Commenced swinging to 1st at 11:00.
W. H. Knapik Lieutenant

Examined and found to be correct.

W. H. Knapik Lieutenant Navigator.

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

At Anchor in the Harbor of Portland, Me.

Hour	Keels	Tenths	Reading of Patent Log	COURSES STEERED by Standard Compass	WIND		Force	Heel	Leeway	BAROMETER		TEMPERATURE				State of the Weather, by symbols	CLOUDS			State of the Sea
					Direction by Standard Compass					Height in inches	Ther. at d.	Air Dry Bulb	Air Wet Bulb	Water at Surface			Form of clouds by symbols	Amount, eighths		
A. M.																				
1	At Anchor			S by N	N by E		1			29.97	67	65	64			h.c.	None			0
2	"			S by E	S E		1			29.97	67	65	64			h.c.	None			2
3	"			"	"		2			29.98	66	64	64			"	S.c.			6
4	"			S by N	"		2			29.98	66	64	64			"	S.c.			4
5	"			South	"		2			30.00	66	64	64			"	"			4
6	"			S by E	"		2			30.01	66	64	63			h.c.	"			5
7	"			S E by S	"		2			30.03	66	65	63			"	"			6
8	"			"	"		2			30.04	66	66	63			"	"			6
9	"			S E	"		2			30.05	66	66	64			"	"			6
10	"			"	S E		1			30.05	67	67	65			"	"			7
11	"			S E by S	"		2			30.05	67	70	66			"	"			7
Noon.	"			S by N	"		2			30.06	68	70	65			"	"			2

Position at 8 A. M. { Latitude by
 { Longitude by
 { Latitude by observation
 { Longitude by observation
 Position at noon: { Latitude by D. R.
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

60.0 gallons.

11.50 "

17.00 "

1 tons, 1845 lbs.

63 " 695 "

P. M.																				
1	At Anchor			S N	S E		2			30.06	67	69	65			h.c.	h.c.			2
2	"			S by E	"		2			30.05	67	67	63			"	h.c.			3
3	"			S E by N	"		2			30.05	67	67	64			"	h.c.			3
4	"			"	"		2			30.05	67	69	67			"	"			3
5	"			S N	"		2			30.02	67	67	64			"	h.c.			0
6	"			"	"		2			30.03	67	68	66			"	"			7
7	"			S E	"		2			30.03	67	65	64			"	h.c.			3
8	"			"	"		2			30.03	69	64	64			"	h.c.			5
9	"			S E	South		2			30.02	68	66	63			"	h.c.			10
10	"			South	S N		2			30.01	67	64	63			o.c.m.	"			10
11	"			"	"		1			30.00	67	63	63			o.c.m.	"			10
Mid.	"			"	Cal.		0			29.98	67	63	63			o.c.f.w.	"			10

under the command of

Commodore L. C. Kitcher
Tuesday August 5

, U. S. Navy,

1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 PM. Breeze with pleasant, hazy weather and light air from S by E, at 12.15 around to the S by E. At 1.35 began to distill into the salt tanks, ~~off~~ which saved 100 lbs and increased to light breeze.
4 to 8 AM. *Leop. A. Hayward* *Leut. U.S.N.*

Breeze with hazy, pleasant weather and light breeze from S. E. Received on board 224 pounds of bread and 240 lbs of meat and of vegetables. Cooked, lit gallant masts and crossed royal and top gallant yards. Made ready to land two companies of apprentices. Made the morning inspection of magazines and found the air fresh and the temperatures normal. The temperatures were: 65° and 65° forward, 65° and 65° aft, and 69° and 66° in the foremastion locker. Received for steaming five pails about 2000 gallons fresh water. Distilling with boiler C at 11 AM.
Leop. A. Hayward *Leut. U.S.N.*

8 AM to Meridian:

Cloudy to fair and pleasant. Light air to light breeze from S. E. Barometer steady. At 9.30 sent two companies, *Leut. Kingley* and *Ensign* *Sperron* in charge, to take post-mid shore guard. They returned at 10.00. Received in Steam Engineering Department two gallons of fresh water for steaming purposes from the tug "Ben Hur". Cast ashes ashore by same tug. Released *Stichols* (A. R. App. 3 C) his time of confinement having expired and confined *Kelly* (W. H. App. 10 C) on second case with punishment awarded *Trick* in locker D for distilling purposes. Shift fire in boiler C at 11.05.
J. B. Briggs *Ensign U.S.N.*

Meridian to 4 PM:

Fair and pleasant. Light breeze from S. E. Barometer steady. Had instructions for all apprentices from 1.30 to 2.15. Started distilling with boiler C at 3.00 allowing fire to die out in D.
J. B. Briggs *Ensign U.S.N.*

4 to 6 PM:

Clear pleasant weather. Light S. E. breeze. At 4.30 mustered at quarters. Steam off in boiler D at 5.00. Shut down top gallant and royal yards and top gallant masts in 7 minutes. Made inspection of magazines and shell room. Found temperatures normal and no foul air.
V. H. Kingley *Leut. U.S.N.*

6 PM to midnight:

Overcast haze, foggy last half and rounded fog haze. Light breezes from South to S. H. becoming abate last hour. Barometer fell.
J. B. Briggs *Ensign U.S.N.*

Examined and found to be correct.

W. Hubbard *Leut. U.S.N.* Navigator.

LOG of the UNITED STATES

Training Ship Essex

Hood

Rate,

At Anchor in the Harbor of Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount of Rain, in inches.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			Form of, by symbols.			
A. M.																				
1				<i>S. N.</i>	<i>Calm</i>		0			29.97	65	63	63			<i>c. c. f. n.</i>			10	
2				<i>South</i>	<i>S. E.</i>		0-1			29.95	65	63	63			"			10	
3				<i>S. N. E.</i>	"		0-1			29.95	67	63	63			"			10	
4				"	<i>Calm</i>		0			29.93	68	63	63			"			10	
5				"	<i>S. E.</i>		0-1			29.93	67	63	63			"			10	
6				<i>S. N. E.</i>	<i>Calm</i>		0			29.93	67	63	63			<i>c. c. m.</i>			10	
7				<i>S. N. E.</i>	"		0			29.91	65	63	63			"			10	
8				<i>S. S. E.</i>	<i>S. S. E.</i>		1			29.90	65	63	63			<i>sf</i>			10	
9				<i>S. N. E.</i>	<i>S. E.</i>		1			29.89	66	64	64			<i>c. c. f. n.</i>			10	
10				<i>S. N. E.</i>	"		1-2			29.88	66	65	65			"			10	
11				"	<i>South</i>		2			29.88	66	65	65			<i>c. c. f. n.</i>			10	
Noon.				"	"		2			29.87	66	65	65			"			10	

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

650 gallons.

1400 "

2650 "

2 tons, 535 lbs.

81 " 140 "

P. M.																				
1	<i>At Anchor</i>	<i>S. N. E.</i>	<i>S. S. E.</i>	2	29.83	66	65	65	<i>c. c. m. n.</i>										10	
2	"	<i>South</i>	<i>S. E.</i>	1	29.80	65	64	64	"										10	
3	"	<i>South</i>	<i>S. E.</i>	1	29.78	65	64	64	<i>c. c. f. n.</i>										10	
4	"	<i>S. N. E.</i>	"	2	29.76	65	64	64	<i>c. c. m. n.</i>										10	
5	"	<i>South</i>	"	2	29.73	65	63	63	"										10	
6	"	"	<i>East</i>	1	29.73	65	63	63	<i>c. c. m.</i>										10	
7	"	"	"	1	29.73	65	63	63	"										10	
8	"	<i>S. E.</i>	<i>Calm</i>	0	29.73	66	63	63	"										10	
9	"	<i>S. N. E.</i>	"	0	29.73	66	63	63	<i>c. c. m. n.</i>										10	
10	"	<i>S. S. E.</i>	<i>S. N.</i>	0-1	29.73	66	63	63	"										10	
11	"	<i>S. N. E.</i>	<i>Calm</i>	0	29.71	66	62	62	<i>c. c. m. n.</i>										10	
Mid.	"	"	"	0	29.69	66	62	62	"										10	

under the command of

Commander L. C. Kilmer,
Wednesday August 6

, U. S. Navy,

1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 Am:

Overcast, foggy and wet. Calm to light N^Wly air. *W. H. W. L.* Lint new.

468 Ann:-

Overcast and misty fog lifting during first hour. Calm to light NE wind. Inspected magazines and shed-rooms. Found temperatures normal and no foul air. Received in Reportment of S & L 230 lbs fresh bread, 200 lbs fresh vegetables, and 200 lbs fresh meat.

Prime Meridian:-

Overcast and hazy weather. Light drizzle first half of watch, raining latter half. Light
and to light breeze from S.E. backing to South third hour. Barometer fell slightly. At 9.15
received a letter containing 20 tons of coal from Tinsall and W. Allister - Announced
at 9.30, melting at 10.5. Cleared up decks. Stopped distilling at 11.0 and this during
out me C. boiled. (22 Breeze) (22 Breeze) (22 Breeze)

32 Bridge Street N.Y.

Murdoch to 4 P.M.:-

Overcast and misty. Raining first three hours, light drizzling rain last hour. At 5:30
fire was set in boiler. C. H. & coal lighter was towed away from ship. At 1:15 water
tug came alongside and delivered 1000 gallons of fresh water for steaming purposes.
Robert J. Sparrow Engineer, U.S.N.

Verbet G. Sparrow *Emigra. C. N.*

468 Mi.

Overcast and damp. Foggy around the horizon. Light air to light breeze from E to East.
Barometer steady. Muttons crew at quarters at 4.30. Brown H^l (Mach) 9; about without per-
meation. At 5.40 sent down light yards in 4 1/2 minutes. Hazy sea, unexpected, temperatures
forward 70°-67°; aft 61°-65°; main 70°-68° - no foul air. Sent liberty party up.
200 P. M.

24 Ringo Burgess.

8 P.M. to midnight:-

Overcast and misty. Light drizzling rain first two hours. Calm to light airs from S.W.
Personnel (L. Mack) returned from liberty 87 hours overtime.

Herbert L. Spano Ensign, U.S.N.

Examined and found to be correct.

Wabband Lund 11. 11. 11.

Navigators

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

At anchor in the harbor of Portland, Me.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount, sea, swell, &c.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.	Water, at Depth.		Forma at, by symbols.	Massing form.		
A. M.																				
1	At anchor			South	W. S. W.		1			29.68	66	62	62		clear	28		10		
2	"			W. by S	"		1			29.67	66	62	62		"	"		10		
3	"			S. by E.	West		2			29.66	66	62	62		"	"		10		
4	"			at N. by S.	"		2			29.66	66	62	62		"	"		10		
5	"			at N.	Calm		0			29.66	67	63	63		o. c. f.	8		10		
6	"			at N. by S.	S. N.		1-2			29.66	66	63	63		"	at 8		10		
7	"			W. by S.	West		1			29.66	65	64	64		clear	"		10		
8	"			W. S. N.	W. S. N.		1			29.66	66	65	65		"	at 8		10		
9	"			S. E. by S.	"		2			29.66	68	65	65		h. c. m.	"		8		
10	"			"	"		1			29.63	68	70	71		"	"		8		
11	"			Variable	at N.		1-4			29.64	68	70	68		h. c. m. + g. l. m.	"		8		
Noon.	"			South	South		2			29.65	68	69	67		"	"		8		

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observationLatitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																				
1	At anchor			S by S	S N.		3			29.65	69	69	67			h. c. m.	at 8		7	
2	"			S by E	South		3			29.66	68	68	67			"	"		7	
3	"			S by E	S S E		3			29.67	68	68	67			"	"		7	
4	"			"	"		3			29.69	70	72	68			"	"		7	
5	"			S N.	S N.		3-4			29.71	71	73	68			h. c. m.	at 8		6	
6	"			"	"		3			29.73	71	72	68			h. c.	"		6	
7	"			"	"		3			29.76	69	67	68			"	"		2	
8	"			at N by N.	"		3			29.77	70	67	68			"	"		1	
9	"			West	"		3			29.78	70	66	68			"	"		1	
10	"			S S E	"		3			29.80	68	67	68			"	"		1	
11	"			S S N.	"		3			29.80	68	68	69			"	"		1	
Mid.	"			"	"		3			29.80	68	68	68			"	"		1	

under the command of

Commander L. C. Melner,
Thursday, August 7

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 11 AM. Overcast and misty, Light breeze from N. E. W. changing to light breeze from West. Barometric fall.

11 AM.

J. B. Briggs Ensign U.S.N.

Overcast and misty, Light breeze variable in direction. Barometer steady. Wind apparent over masthead. Received in Department of Supplies and accounts 20 lbs bread - 20 lbs vegetables. Magazines inspected. Temperatures forward 77-69, aft 68-65, small arms 70-69, no foul air.

J. B. Briggs Ensign U.S.N.

3 PM to Midnight:

Underway foggy, dark and squally, wind light breeze, moderate breeze variable in direction. At 1 PM the U. S. S. Sigsbee got underway and stood out of the harbor. The commanding officer awarded the following prize money: Ensign J. C. M., 20 hours overboard, 1st class 2 months; Ensign J. D. (Nash), 10 hours overboard and light 1st class 5 months; Ensign J. D. (2nd), 20 hours overboard and light 1st class 5 months; William E. (2nd) having filthy clothing in mess locker 6 hours extra duty; Chas. H. (2nd) throwing mess gear overboard table 2 hours extra duty; Chas. H. (2nd) throwing tobacco, 1st class and no money; Ben Laski 4 (2nd) smoking stoves solitary confinement head and water; Peter W. (2nd) tobacco in possession, 1st class and no money; George D. throwing tobacco, 1st class and no money; Schlicker 4 smoking, 1st class and no money; Nicholson 2nd; Larson 4th; Boase 5; Phillips 2nd; Ethony 4; Bruce 4th; Smith 4th; Lemmon 4th; Ben Laski 4; Chas. H. 2; Ryan 2; Hammett 2nd; Larson 4th; Rogers 2nd; food 6th, clothing in locker bag 6 hours extra duty; and Phillips 4th turning in hammock while on anchor watch, 10 hours extra duty. At 1 PM called all hands clear ship for action. Cleared ship in 10 minutes and went to gunnery practice. Secured from gunnery quarters and rigging ship finished at 11:20.

Robert G. Spencer Ensign U.S.N.

Midnight to 4 AM:

Began with pleasant foggy weather, gentle breeze from North and the ship riding to the flood. Had water drill for third period. Shoved out the ice and soft sails to dry. Sent the forecast and the topsails and sent down the royal and gaffallant yards. Secured on board 200 miles of sundries while in the Bay Department. The ship's company entered, exchanged numbers and anchored above Fort Angio. The vessel backed to 10 PM. Finished at 10 PM. Began to rain at 2:45 and around at 3.

George A. Hayward Ensign U.S.N.

4 AM to 8 AM:

Barely cloudy, squally first hour. Gentle to moderate breezes from N. E. W. Inspected magazines. Temperatures normal, no foul air.

Robert G. Spencer Ensign U.S.N.

8 PM to Midnight: Began with bright pleasant weather and gentle breeze from N. E. W. The ship at once began to swing to flood. Finished at 7.

George A. Hayward Ensign U.S.N.

Examined and found to be correct.

J. Hubbard Ensign U.S.N. Navigator

LOG of the UNITED STATES

Sailing Ship Essex

Third Rate,

At anchor in the Harbor of Portland, Me. and making passage from Portland, Me. to Halifax N.S.

Hour	Knots	Tenths	Reading of Patent Log	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount and direction.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry bulb.	Air, Wet bulb.	Water, Surface.	Water, at depth.		Formed, by symbols.	Direction.		
A. M.																				
1	At anchor			S. S. N.		S. N.	3			29.82	63	61	57		bc.	S				3
2	"			N. by E		"	3			29.82	63	61	57			S				5
3	"			N. N. by E		"	3			29.82	62	60	57			S				6
4	"			N. N. E.		"	3			29.81	62	59	55			S				8
5	"			N. N.		S. N.	3			29.82	64	60	58			S				7
6	"			"		"	3			29.82	64	61	57			S				8
7	"			N. N. by E		"	3			29.82	63	62	60		bc.	S				10
8	"			N. N.		"	3			29.83	63	62	61		bc.	S				10
9	"			N. by E		S. S. N.	2			29.85	63	61	61			S				10
10	"			S. E.		South	1			29.82	65	61	61			S				10
11	"			"		S. E.	2			29.80	63	62	62		bc.	S				10
Noon.	"			"		"	2			29.78	63	63	62			S				10

Position at 8 A. M. { Latitude by
Longitude by

Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

"

Coal consumed during the preceding 24 hours,

1400 tons, 300 lbs.

Coal remaining on hand at noon,

79 " 50 "

P. M.																							
1				S. S. E.		S. E.	2			29.76	63	63	62			bc.	N. E.				10		
2	At anchor			S. S. N.		"	1			29.75	63	62	61			"	S. N.				10		
3	"			N. by E		"	1			29.74	63	62	62			"	"				10		
4	1 8 71.0			Parsons		"	1			29.75	63	62	63			bc.	S. N.				8		
5	1 7 70.8			S. S. E.		Calcutta	0			29.73	63	62	62	61		"	S. N.				8		
6	1 6 68.5			"		"	1			29.76	63	62	63	59		"	"				8		
7	1 3 87.8			"		N. by E	1			29.77	63	63	63	59		"	S. N.				9		
8	1 2 92.2			"		"	2			29.82	63	63	63	59		"	"				9		
9	1 2 96.2			"		"	3			29.87	66	62	62	59		bc.	S. N.				2 84		
10	1 2 98.8			"		"	3			29.88	66	61	61	59		"	S. N.				10		
11	1 5 99.6			"		N. E.	2			29.89	64	60	60	59		bc.	S. N.				1		
Mid.	1 7 1.0			"		S. N. by E	2			29.90	64	60	61	59		"	"				1		

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

Sailing Passage from Portland Me. to Halifax N.S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		the State of Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Form of, by symbols.		Moving Form.	Amount, in tenths.	
A. M.																			
1	3	0	43	ESE 45	S by N		3			29.91	65	60	60	57	bcum	bcu	1	84	
2	3	2	75	"	N by N		3			29.91	64	60	60	57	"	"	1	"	
3	3	0	10.5	"	N. by N.		3			29.92	64	57	57	56	"	"	1	"	
4	3	4	13.9	"	N. N.		3			29.92	64	57	57	55	"	"	1	"	
5	3	2	17.1	"	N by N		3			29.94	63	57	57	54	"	bcu	2	"	
6	3	0	20.1	"	"		3			29.97	63	60	60	54	bcum	"	1	"	
7	2	6	22.7	"	"		3			30.00	63	57	57	56	"	"	1	"	
8	3	4	26.1	"	"		3			30.01	63	60	57	55	"	"	1	"	
9	3	3	27.4	"	N. by N.		3			30.04	64	60	57	55	"	"	1	8	
10	3	2	32.6	"	"		3			30.06	64	61	60	55	"	"	1	"	
11	4	1	36.7	"	"		3			30.06	64	65	63	55	"	"	1	"	
Noon.	3	2	39.9	"	"		3			30.06	64	66	64	55	"	"	1	"	

Position at 8 A. M. { Latitude by DRP
Longitude by

43° 27' "A

Latitude by observation

49° 07' "N

Longitude by observation

43° 25' "A

Position at noon:

Latitude by D. R.

68° 51' "N

Longitude by D. R.

43° 23' "A

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 1/2 miles, set N by N 1/2 E true (mag)

SE by E (mag)
54 miles.
7.05 miles.Position at 8 P. M. { Latitude by DRP
Longitude by DRP

43° 18' "A

61° 14' "N

Variation of compass:

Error of compass observed at 4.10 PM.

Deviation of compass on Leg 6

15° 30' "N

8° 14' "N

Water expended during the preceding 24 hours,

7° 16' "E
5.00 gallons.Water Distilled during the preceding 24 hours,

16.00 "

Water remaining on hand fit for use at noon,

25.00 "

Coal consumed during the preceding 24 hours,

3 tons, 770 lbs.

Coal remaining on hand at noon,

75 " 1820 "

P. M.																			
1	4	43.3	ESE 45	N by N	3					30.08	65	60	60	58		bcum	bcu	1	84
2	4	6	47.9	"	"	3				30.08	65	66	66	62		"	"	1	"
3	4	5	52.4	"	"	3				30.10	65	65	65	62		"	"	1	"
4	3	9	53.8	"	"	3				30.10	64	65	65	62		"	"	1	"
5	2	5	58.8	"	N by N	3				30.10	65	65	65	62		"	bcu	1	"
6	4	0	62.8	"	"	3				30.12	66	66	66	62		"	"	2	"
7	5	5	68.3	"	N by N	3				30.14	66	66	66	61		"	"	2	"
8	1	2	71.1	SE by S	"	3	4			30.17	66	66	66	61		"	"	2	"
9	2	0	72.8	N by N	"	3	3	3		30.19	67	66	66	61		bcu	bcu	1	"
10	1	8	73.6	N by N	"	3	3	3		30.20	67	66	66	61		"	"	1	"
11	1	5	74.1	N by N	"	3	3	3		30.22	66	66	66	61		bcum	"	1	"
Mid.	2	1	74.7	N by N	N by N	3	2	3		30.22	66	66	66	61		"	"	1	"

, U. S. Navy,
1902 .

Commenced and until 4.30. Clear and pleasant with heavy dew. Bright starlight. Gentle breeze from S.W.
N. backing after first hour to S.W. Settling from S.W. 6. At 6.15 took following bearings (mag).
Sagum Island Light S.W. 4 1/2 N, Monhegan Island Light S.W. 5 1/2 E. At 8.45 last night by Sagum Island Light
bearing about S.W. At end under jib, foremast stay-pole, foremast and track on copper. Etc to W. E.
under aft
mast.

San and pleasant. Gentle breeze from N by E. Barometer rose. She on course ESE & E (S.W.) under
square foresails, jib and foremast stay sail until 7.30 when set top gallant sails and royals
could say on the spar deck. Boat appointed over the mainmast. Magazines inspected ten-
minutes forward 29-30, aft 36-37, small arm 37-39, no fuel and distilling with boiler "C." Cook bedding
P.M. to Murchison.
22 June, Sunday 1844

Early clear warm and pleasant day about horizon. Gentle breeze from West. Throughout
watch ship on course S. by E. 45 E (true) under aft plain sail to rigging upst flying jib, mainmast
and spanker and foretopmast stay sail. Tull day at 11:30 went to quarters and inspected
bidders. Lighted several schooners. Distilling with 3' boiler.

Monday 15 Dec 1891. - New York Spencer Ensign 441

Begin with pleasant weather, very hazy to northward, quite breeze from NW and a short gentle swell. At 10 AM started flying about and sailed out to sea and spunked. Then punishment in ice again. At 11 AM. Bowerman said it better for the place in possession. B. Boring for smoking, and L. C. Carter for chewing tobacco. 5 days solitary confinement in land and water. At 12 AM. B. Boring for tobacco in possession. L. C. Williams for chewing tobacco and L. C. Rogers, K. Knapp, C. A. Wood, L. B. Wood, J. H. O. Stachel, J. Young, for smoking, etc. and no money. Saved the boat sails to dry. Making day, while the ship is under the firstmast stayed and are plain sail save the mainmast, steering and the ship is under command. Retelling with steam from the ship. In the morning, out of sight to the southward and one to the northward.

Leop. H. Hayward

6:40 AM.
Clear and fine. Breeze S.W. by N. breeze. Breeze ground well. Expired at "main outboard" picked up buoy and hauled out in nine minutes from time of calling away. Haul on course S.W. to E. under all plain sail except mainmast and with foremast steepled and main by sail, with the wind three points aback, starboard beam. Suspected mazes and shell rooms; found normal temperatures in foremast
6:45 AM. N. W. breeze. Fair weather.

Ten and pharand, gentle breeze from N. barometer rose. Ship on course E to NE (var) under all plain sail & rigging kept main sail and with the foremast, staysail and main topsail until 7:00 when hauled by the wind starboard tack and at 7:15 tacked ship, getting little sternboard and brought by the wind on port tack and took in and furled foremast sail and rigging and hauled down foremast. Stopped distilling at 7:00. Several sail in sight during the watch.

J. S. Briggs. Ensign U.S.N.

At Mid. Night: - Fresh, clear, cool and damp. Moon set at 10:00. North breeze from N.W. and E. by N. Throughout watch by the wind part took under all plain sails to topails except mainmast and with foremast staysail and main topsail. Sighted one steamer.

Herbert G. Spruance Ensign U.S.N.

Examined and found to be correct.

J. M. Ward Lincoln. ³ Navigator

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

Making Passage from Portland Me to Halifax N.S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air.	Dr. Bulb.		Form of, by symbols.	Motion.	Amount, estimated.	
A. M.																	
1	1	3	750	S 4 N	NW	2	-	30.21	68	62	62	61	bc, m. c.	-		1	8
2	0	1		S 4 E	S 4 N	2	-	30.21	68	62	62	61	bc, m. c.	-		1	"
3	0	4			"	1	-	30.21	68	62	62	61	"	"		1	"
4	0	0		W 4 E	"	0	-	30.22	68	62	62	61	"	"		4	"
5	0	2		E 1/2 E.	SE	0-1	-	30.23	66	62	62	61	bc, m. c.	bc		1	"
6	0	2		"	S 1/2 E	0-1	-	30.24	66	62	62	61	"	"		1	"
7	0	5		E 1/2 N	"	1	-	30.26	67	66	65	63	bc, m. c.	bc		4	"
8	0	0		E 1/2 S	Calin	0	-	30.26	66	68	67	63	"	"		3	"
9	0	0		"	"	0	-	30.28	67	69	67	63	"	"		3	"
10	0	0		E 1/2 S	"	0	-	30.33	67	76	72	63	"	"		8	"
11	0	0		S 1/2 W	"	0	-	30.30	67	70	67	63	"	"		3	"
Noon.	0	5		South	East	0-1	-	30.29	67	68	67	63	"	bc		4	"

Position at 8 A. M.

(Latitude by DR
Longitude by

43° 28' " N

68° 17' 30" W

Latitude by observation

43° 24' " N

Longitude by observation

68° 16' " W

Position at noon:

Latitude by D. R.

43° 25' " N

Longitude by D. R.

68° 18' " W

Course made good since preceding noon:

E 2 S (true)

Distance made good since preceding noon:

24 miles.

Distance by Log since preceding noon:

42.7 miles.

Current per hour:

1/2 miles, set E 1/2 S, true.

Position at 8 P. M.

(Latitude by DR
Longitude by

43° 22' " N

68° 09' " W

Variation of compass:

15° 30' W

Error of compass observed at 4:12 PM

9° 06' W

Deviation of compass on

S 11° E

6° 24' E

Water expended during the preceding 24 hours,

500 gallons.

Water Distilled during the preceding 24 hours,

750 "

Water remaining on hand fit for use at noon,

2750 "

Coal consumed during the preceding 24 hours,

1 tons, 1260 lbs.

Coal remaining on hand at noon,

74 " 260 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air.	Dr. Bulb.		Form of, by symbols.	Motion.	Amount, estimated.	
1	1	3	750	S 4 N	E 1/2 S	2	1/4	30.27	66	69	69	63	bc	2 S		2	S
2	1	9		S 1/2 N	E 1/2 S	2	1	30.27	67	71	68	63	"	"		2	"
3	1	3		S 1/2 N	E 1/2 S	2	1	30.26	67	69	68	63	"	"		2	"
4	1	5		E 1/2 E	S 1/2 E	0-1	1	30.25	67	68	67	63	"	"		3	"
5	0	8		E 1/2 E 1/2 S	S 1/2 E	1	1	30.25	68	67	66	65	"	"		3	"
6	0	6		E 1/2 N	"	1	1	30.25	67	66	65	64	"	"		3	"
7	0	6		E 1/2 N	"	1	1	30.25	67	66	65	64	"	"		4	"
8	1	0		E 1/2 N	"	1	1/2	30.25	68	65	64	64	bc, m. c.	"		4	"
9	1	2		"	S 1/2 E	2	1	30.25	68	66	63	63	"	"		4	"
10	1	2		E 1/2 E 1/2 S	S 1/2 E	2	1	30.23	67	63	62	63	"	"		4	"
11	1	3		E 1/2 E 1/2 S	"	2-2	1	30.23	67	62	62	62	"	"		4	"
Mid.	0	8		"	"	2	1	30.23	67	62	62	62	"	"		3	"

under the command of

Commander L. C. Kiltner
Sunday August 10

, U. S. Navy,

, 190 2 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Commenced and until 11:00 AM. Began with fair weather, damp with a heavy dew and gentle breeze from N by E. The wind fell and at about 12:45 suddenly hauled dead ahead to NE by E. Squared away and brought the ship to the course. To by E by standard compass hauling down the foremast stay, sail and brailing up the foremast and shrouds. The wind failed entirely and at the end the ship is dead in the water heading E by E by standard compass under the foremast stay, all the foremast and the foremast down haly with fighting to South.

Very R. Payson
Lieut. U.S.N.

26. 8 AM:-
 Second pleasant weather. Sailed to light S.W. side. Inspected magazines and shell rooms,
 found temperatures normal and air fresh. Housed smoke pipe. Barometric rising slowly. Sea
 smooth. A wind ship on the starboard tack, under jet, foresail and staysail, in light storage
 way heading about East.

Surrounding, calm to light airs from East. Barometer steady. Ship under topsails fourmasted
 4th and foremast staysail but heeled down and no steering way until 4.00 when light breeze
 came up from the East, set spinnaker and steering by the wind (part tack). Mustard crew at
 quarters 4.00, and the lighters inspected the crew and ship. Sailors 4th (P.C.) released from
 confinement by reason of expiration of sentence and placed 4th (P.C.) in confinement
 in accordance with punishment awarded.

ZC-Bongo, Ensign

Meridian is 4 PM:-
 Fairly clear warm and pleasant. Light breeze from E by SE to E. Throughout water under
 sail alone. All plain sail to 4 fathoms except mizzen. At beginning of water by the wind on
 port tuck. From 2.45 to 3.15 more ship hanging by the wind on starboard tuck. Light on
 sailing vessel.
 Next 10.0 hours in sight of N.

16th PM -
Sailed with fair pleasant weather light, mostly from S. E. and a gentle swell. Made the afternoon inspection of magazines and found the air fresh and the temperatures normal. The temperatures were 69° and 68° forward, 68° and 66° aft, and 70° and 68° on the percussion lockers. Lighted a three masted schooner on port bow heading about S. E. by E. The wind veered to E by S and became more steady. At the end the ship is under full plain sail to starboard save the mainmast with helm hard down and heading East by standard compass. There is a heavy fog light to the S. E. Carried some driftwood and bunch sea-weed and grass very much broken up. George H. Hayward Lieut. U. S. N.

Cloudy pleasant weather. Light air from Ely to E. smooth at end ship under all plain
sail to topsails, except mizzen, by the wind on starboard tack, heading about E by S.
J. H. Smith June 25. 1841

S.P.M. to Midnight -
Fair and pleasant. Breeze weather. Moonlight until about 10:15 when moon set. Light to gentle breeze from S.E. to S.W. by S. Barometer about steady. Ship by the wind, starboard tack, under all plain sail to up-ribs shepherd the mainland and steering comes from S.W. by E. (true) 50° N. 50° W. (true). Large steamer passed headed to the Westward.

J. P. King, Cincinnati.

Examined and found to be correct.

J. Hubbard *Leitch* *Navigator.*

LOG of the UNITED STATES

Training Ship Cass

Sail Rate,

Making Passage from Portland Me. to Halifax N.S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			Altitude of Sun.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Atmos. at 5000 ft.	Surface.		Forma ed. by symbols.	Moving form.	Amount, estimated.	
A. M.																				
1	0	9	Handed	E 4 E	S 4 E		2		10'	30.22	66	63	62	62		bc	Sc		4	5
2	0	9	bc	S 4 E 1/2 E	S 6		1-2		1'	30.19	66	63	62	62					4	1
3	1	0		S 4 E	"		1-2		1'	30.17	66	63	62	62					5	
4	1	1		"	"		2		1'	30.17	66	64	62	62					7	
5	1	2	20	S 4 E 1/2 E	"		3		1 1/2'	30.16	66	64	62	63		bc, m		9		
6	1	3	20.2	"	"		3		1 1/2'	30.15	66	64	63	63					9	
7	1	5	76.0	S 4 E 1/2 E 1/2 E	"		3		1 1/2'	30.14	65	63	63	63		o, cum		10		
8	2	8	78.1	S 4 E 1/2 E	"		3		1 1/2'	30.14	65	63	63	63					10	
9	1	2	81.0	"	"		3		1'	30.15	66	63	63	63		o, cf		10		
10	1	4	82.4	S 4 E 1/2 E	"		3		1'	30.13	64	63	63	63					10	
11	2	0	83.7	S 4 E 1/2 E	"		3		1'	30.13	64	63	63	63					10	
Noon.	3	2	86.7	S 4 E	S 4 E 1/2 S		3		1'	30.11	65	64	64	64					10	

Position at 8 A. M.

Latitude by *alt*Longitude by *alt*43° 21' " *alt*67° 32' " *alt*

Latitude by observation

Longitude by observation

0' " *alt*0' " *alt*

Position at noon:

Latitude by D. R.

Longitude by D. R.

43° 28' " *alt*68° 06' 30" " *alt*

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 1 1/2 miles, set S 4 E 1/2 E true.

Eight true

11 miles.

32 1/2 miles.

Position at 8 P. M.

Latitude by *alt*Longitude by *alt*43° 16' " *alt*68° 03' 30" " *alt*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

225 "

Coal consumed during the preceding 24 hours,

tons, 500 lbs.

Coal remaining on hand at noon,

73 " 2000 "

P. M.																				
1	3	7	90.4	S 4 E 1/2 E	S 4 E 1/2 S		3		1 1/2'	30.09	65	63	62	62		o, cf, m			10	
2	3	9	94.3	"	"		3-4		1'	30.08	65	62	62	62					10	
3	3	4	97.7	S 4 E 1/2 E	S 4 E		4		2'	30.06	65	62	62	62					10	
4	3	9	100.1	S 4 E 1/2 E	South		4		2'	30.06	66	65	62	62					10	
5	3	8	102.5	S 4 E 1/2 E	S 4 E 1/2 E		4		2'	29.97	66	65	65	63					10	
6	4	2	103.7	S 4 E	"		5		1/2'	29.94	66	65	65	63					10	
7	3	4	97.1	S 4 E 1/2 E 1/2 E	"		4		3'	29.93	66	65	65	62		fu			10	
8	2	5	96.6	"	"		4		3'	29.93	68	66	64	62					10	
9	2	0	11.3	S 4 E 1/2 E	S 4 E 1/2 S		4		1'	29.94	68	66	64	62					10	
10	2	3	13.6	"	"		4		1'	29.94	67	66	64	62					10	
11	2	4	16.8	"	"		4		1'	29.91	66	65	65	62					10	
Mid.	1	8	77.8	S 4 E 1/2 E	"		4		1'	29.91	66	65	65	62		fu, m			10	

under the command of

Commander L. C. Whitner.
Monday August 11.

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended 11 AM. - Partly cloudy cool and pleasant. Light breeze to light breeze from S.E. and S.E. throughout watch by the wind starboard tack under all plain sail to t'wails, kept mainmast.

Robert S. Spawrd Surgeon U.S.N.

11.30 AM.

Began with cloudy hazy weather a smooth sea, and gentle breeze from S.E. At 6.30 hoisted the foretopmast stay sail. A mist formed last two hours threatening foggy weather. At 7.30 set the topgallant sails. Made the morning inspection of magazines and found the air fresh and the temperatures normal. The temperatures were: 67 and 67 foreward, 67 and 60 aft, and 60 and 66 in the foreward locker. At the end the ship is under the foretopmast stay sail the flying jib and all plain sail to topgallant sails, save the mainmast on starboard tack by the wind steering S.E. by E by standard compass.

Sergeant H. Hayward First U.S.N.

8 AM to 11 AM.

Overcast with thick fog. Gentle breeze from S.E. to S.E. by S. At 8.30 wore ship through sightless fog. At 9.30 mustered mustered at quarters, exercised at routine drill for 10 minutes and periods. The Commanding Officer awarded following punishments: School, S. and Thomas, J. C. not putting properly at Post, exercise, 6 hours extra duty. Sullivan, S. M. derelict to a petty officer, 12 hours extra duty. Thomas, J. C. throwing overboard clothing of another person, cautioned. Phillips, A. D. turning in hammock, watched on deck, 12 hours extra duty. Quinn, C. chewing tobacco, 12 hours solitary confinement on food and water and to be kept on the quarterdeck during the day, all the above apply. 3 clear. Post soundings at 9.00 and 10.00 in 100 and 90 fathoms water respectively. At end by the wind on port tack under all plain sail to t'wails, kept mainmast, and with foretopmast stay sail heading about S.W.

W. H. Hurling First U.S.N.

11 AM to 4 PM. Overcast and thick fog. Very damp. Gentle breeze from S.E. by S. heading to South. Barometer falling. Ship by the wind on port tack under plain sail to topgallant sails, kept the mainmast and with the foretopmast stay sail. Had routine drill for the 10th period, and then instructed the men to practice of 100 fathoms in hauling the lead. Thru the fog and found them in good order. Post soundings at 11.00 getting hard bottom at 90 fathoms. Read many fathoms for a week. Fog soon cleared throughout the watch.

2d Lieut. C. S. Spawrd Surgeon U.S.N.

4 PM to 6 PM. Overcast foggy and wet. Barometer falling. Moderate to stiff breeze from S.W. At beginning of watch by the wind port tack under all plain sail to topgallant sails, kept mainmast and with foretopmast stay sail. At 4.30 wore ship bringing by the wind on starboard tack. At 4.30 mustered crew at quarters.

Robert S. Spawrd Surgeon U.S.N.

6 PM to 8 PM. Began with cool foggy weather, smooth sea and moderate breeze from S.W. At 6.30 pulled the topgallant sails and at 7.30 took a reef in the topgallant sails. At 7.30 got a sounding with the machine in 100 fathoms of water. At the end the ship is by the wind on starboard tack under the foretopmast stay sail and all plain sail to single reefed t'wails, save the mainmast, steering S.E. by E by standard compass. The fog is thinner and the morning is clearing.

Sergeant H. Hayward First U.S.N.

8 PM to Midnight. Dense fog. Not with drizzling rain last hour. Moderate S.W. by S. breeze. Sea smooth. At 8.30 set main t'wails. At end by the wind on starboard tack under foretopmast stay sail, main t'wails and all plain sail to single reefed t'wails, heading about S.E. 4 E.

W. H. Hurling First U.S.N.

W. H. Hurling

First U.S.N.

Navigator.

LOG of the UNITED STATES *Training Ship Essex*

Kind Rate,

Sailing passage from Portland Me. to Halifax N.S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount, sea, &c.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Wind, Surface.			Form, by symbols.	Moving form.		
A. M.																				
1	2	8	20.6	SE 3/4 E	S. by S	4.5	5	1/2	27.90	66	65	65	62	cc. fog.	S				10	8
2	2	1	24.7	SE	"	4.5	5	1/2	27.89	66	64	64	62	"	"				10	"
3	5	2	27.4	"	"	4.5	5	1/2	27.87	66	64	64	60	bc. fog.	"				9	"
4	5	9	35.8	"	"	4	5	1/2	27.85	65	63	63	57	cc. fog.	"				10	"
5	4	7	41.5	"	S. by N.	4	5	1/2	27.89	66	63	63	58	"	"				10	"
6	1	9	42.4	"	"	3		1/2	27.88	66	62	62	57	cc. comp.	bc. fog.				10	"
7	1	6	43.0	"	West	1-2			27.89	65	63	63	55	cc. fog.	S				10	"
8	0	8	43.5	"	N. by N.	1-2			27.90	66	63	63	57	"	"				10	"
9	0	6	44.5	SE 3/4 E	N. by N.	1			27.91	66	63	63	57	cc. fog. & drizzle	"				10	"
10	0	5	44.5	SE by E	"	1			27.91	66	63	63	57	cc. fog.	"				10	"
11	2	4	46.6	SE by E 1/2 E	N. by N.	2			27.89	66	62	62	57	bc. fog.	"				8	"
Noon.	2	0	52.4	"	N. by N.	3			27.89	66	62	62	57	bc. fog.	"				7	"

Position at 8 A. M. { Latitude by *D.P.*
 Longitude by "
 Latitude by observation
 Longitude by observation
 Position at noon: { Latitude by D. R.
 Longitude by D. R.

43° 02' "A
 67° 19' "N
 42° 58' "A
 67° 04' "N
 42° 59' "A
 67° 05' "N

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: *none* miles, set true.

Position at 8 P. M. { Latitude by *D.R.*
 Longitude by "

Variation of compass:

Error of compass observed at 4.21 PM

Deviation of compass on *E. by S.*

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

SE true
 55 miles.
 72 miles.
 42° 59' "A
 66° 13' "N
 16° 50' "N
 5° 55' "N
 11° 00' "E
 600 gallons.
 " during the preceding 24 hours,
 16.50 "
 tons, 500 lbs.
 73 " 15.00 "

P. M.																				
1	4	5	54.9	SE by E 1/2 E	N. by N.	3			27.87	66	62	61	57	bc	"				4	S
2	5	1	60.0	"	"	3-4			27.88	65	62	61	57	"	"				6	"
3	4	7	64.7	"	"	3-4			27.88	65	62	61	57	"	"				3	"
4	4	3	69.0	"	"	3-4			27.87	65	62	61	57	"	"				3	"
5	5	0	74.0	E 1/4 E	N. by N.	4			27.89	65	62	61	57	"	"				2	S.M.
6	5	7	79.7	"	N. by N.	4			27.92	66	61	60	57	"	"				2	S.M.
7	6	2	85.9	"	"	4			27.92	66	60	59	57	"	"				1	"
8	4	0	89.9	"	N. by N.	4			27.93	66	60	59	50	"	"				1	"
9	5	6	93.5	"	N. by N.	3			27.96	63	55	55	50	bc	bc				0	S.M.
10	5	3	100.8	"	"	3			27.96	63	55	55	49	"	"				0	"
11	6	4	72	"	"	4			27.95	62	55	54	49	bc	bc				1	"
Mid.	1	4	72	E 3/4 E	N. by N.	4			27.94	61	55	54	49	"	"				1	"

, U. S. Navy,
1902 .

Common and aerial fishes: Overcast except from 2.30 to 3.20 when clear overhead. Very chest and damp fog. Moderate to fresh breeze from S.W. by S. Perimeter fell. Ship by the wind on starboard tack under single reefed topsails fore and fore and aft sail except flying jib, steering S E (4 or 5) except first hour S E & E by S. Clouded fog less greater part of the after.

2.30 AM: Overcast foggy except second hour. Damp. Moderate breeze to light air from S.W. by N. to West at beginning of watch on course S E (4 or 5) under all plain sail to single reefed topsails except minimal and with fore and main stay sail and main trysail. At 5.00 set the gaff sail. Suspected mackerel temperatures normal in foul air at 5.00 took sound up in 110 fathoms net, bottom.

R. 25 Oct. 1890. J. W. Ensignman.

SOME MURDERERS! - Diggins with damp, cloudy weather, a thick fog, smooth sea, and light air from S.W. cleared short
drizzling showers. At 8.00 A.M. took the rig out of the topsails set the royals and hauled down the foretopmast
staysail. At about 9.30 the fog lifted and the Lander of Sandwich on starboard tack was found about
6 mile distant on starboard bow. The Lander had lost her foretopmast at 6 p.m., suspected at quarters and
had physical drill. Had routine drills for fire and second period; a boat showing in section pipe
of main force pump shut down six o'clock. This also closed supply fan after magazine flood-crank. The weather
is brighter. At 11.00 got a sounding in 103 fathoms; fine yellow sand, broken shells with a little mud at about 11.00
hoisted the foretopmast staysail and flying jib and hauled up the topgill and spinnaker to dry. Last down
the gun to dry. The Lander is out of sight. At the end the ship's sailing with the wind on the port quarter
under the foretopmast staysail, topgill and all plain sail saw the main body of steamer Lady E by standard
compass through a smooth sea and bright weather.

Lieut. N. Hayward Decr 24. 86.

Mission S.M.: Clear and fine. Breeze to moderate N.W. wind at 12.00 took a sounding in 11 fathoms
fine yellow sand with broken shell and mud. Held routine exercises for third period. Lighted three small
cannons. At end under all plain sail & royals except mainmast on course S by E $\frac{1}{2}$ E with the wind on port
quarter. At 0.50 took a sounding in 98 fathoms. Started fire in boiler A and C at 1.00. *(W. W. W.)* *Sund Nov 21*
H.B.M.: Sun and pleasant. Moderate northwesterly breeze Thermometer rose. At 1.00 changed course from
S by E $\frac{1}{2}$ E (true) to E $\frac{1}{2}$ S (true) nothing to the eastward patent log 4.0. Ship under all plain sail & royals except
mainmast until 5.0 when hauled down and stowed flying jib and set main topsail. Mustered at quarters at 6.30
then had sail drill - furled light sails and single reefed topsails in 6 minutes - second reef on topsails in 4
minutes - shook out reefs and made sail to royals in 3.5 minutes. Magazines inspected. Temperature for-
ward 70-68 aft 67-64, small arms 69-67 no fuel air. Light hauled five in boiler A at 5.0 five in C for distilling.
Ship rolling slightly at times to a southerly swell.

6.6 PM: Nearly clear and cool. Moderate breeze from N.W. and S.W. by S. Light winds, slight rolling having at times at beginning of watch on course 5.2.4 (fine) nothing to the eastward and sea plain save to N. by light flying fit and unswell and with first faint streak and main signal. At 7.00 furling light sails. At 7.30 took in main top sail and of jib. Sea calmed in a hole. At 6.30 began distilling with Clarke. At 7.00 of watch 57.7. At 7.30 sounded 6 gunned quarter, cast box and provided in 7.4 minutes, surplus of 7.50 at 8.00 took sounding in 15 fathoms.

Robert L. Parsons Esq.

10. to Midway. Begins with bright pleasant weather; a long ground swell from E. N. and gentle breeze from N. by N. Lighted lights of a steamer standing to the westward. At 10:05 sighted Seal Island Light from the sternmast cross trees and at 10:35 the light bore about S. 44 W. true. At 11:05 Seal Island Light bore on port beam, ships head E. N. by standard compass. At 11:11 got a sounding in 50 fathoms, fine yellow sand. At 11:17 changed course to East by standard compass, patent by reading 105.0. At 11:50 Seal Island Light bore at S. W. magnetic. Lighted a vessel with a flashing light and no side lights. The vessel is stranger and has veered a point. Veered up a little and heaved out the anchor. At 11:52 patent by reading 112.5 changed course to E. S. E. by standard compass and squared away. Lighted Cape Eagle Light and at the end of base about S. E. 4.5 by standard compass, ships head E. S. E. At this end the ^{base} under the fortification stopped and all plain said to be parallel over the mainmast railing with the wind two points on port quarter and steering E. S. E. by standard compass. Ditching with steamer Green Coveley. Six hundred in a boiler.

Examined and found to be correct.

Wm. A. N. (Wm. A. N. L.)

George Nathaniel Luntz

J. W. Fitchard *Lincoln's Navigator.*

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Making Passage from Portland, Me. to Halifax, N.S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.					CLOUDS.		State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Surface.	State of the Weather, by symbols.	Form of, by symbols.	Moving form.	Amount, percent.	
A. M.																			
1	5	2	15.0	SE	at. N. by S.		4			29.91	60	58	54	44	bc	bcu		0	4
2	5	0	18.2	East	"		4			29.91	61	58	55	50	"	"		0	"
3	5	8	27.0	"	"		3 1/2			29.91	61	58	54	50	bc	bcu	1	"	"
4	4	5	31.5	"	at. N.		4			29.92	60	58	55	50	"	"	1	"	"
5	5	3	36.8	"	"		5			29.92	60	57	54	50	"	bcu		3	7 1/2
6	5	0	42.0	SE by E.	"		4			29.95	61	57	54	50	"	"		3	"
7	5	4	47.4	"	"		4 1/2	2°		29.98	62	57	54	61	"	bcu		5	"
8	4	8	52.2	"	"		4 1/2	2°		29.96	62	57	58	61	"	"		5	"
9	1	4	53.6	SE by E	"		4	1°	3 1/2	29.96	62	57	58	61	"	bcu		5	"
10	2	6	58.1	"	"		4	1°	3 1/2	29.97	62	60	58	61	"	"		5	"
11	3	4	61.5	"	"		4	1°	3 1/2	29.97	62	60	58	61	"	bcu		5	"
Noon.	4	1	65.6	"	N. by S.		4	1°	-	29.97	63	61	57	61	"	"		5	"

Position at 8 A. M. { Latitude by *N.P.* 43° 15' " *at*
Longitude by *Co.* 64° 51' 30" " *N*
Latitude by observation 43° 16' " *at*
Longitude by observation 64° 40' " " *N*
Position at noon: { Latitude by D. R. 43° 16' " " *at*
Longitude by D. R. 64° 40' " " *N*
Course made good since preceding noon: 28.0° E (true)
Distance made good since preceding noon: 10.9 miles.
Distance by Log since preceding noon: 11.5.7 miles.
Current per hour: - miles, set - true.
Position at 8 P. M. { Latitude by *Co.* 43° 48' " " *at*
Longitude by *N.P.* 64° 02' 30" " *N*
Variation of compass: 20° " *N*
Error of compass observed at *None*
Deviation of compass on
Water expended during the preceding 24 hours, 580 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at noon, "
Coal consumed during the preceding 24 hours, 2 tons, 720 lbs.
Coal remaining on hand at noon, 71 " 780 "

P. M.																		
1	3	3	68.9	N.E. by E	West	4	2° 8'	29.96	64	61	57	61	bc	a.c		3	4	
2	6	7	75.6	"	"	4	3° 1'	29.96	64	61	57	61	"	"		3	"	
3	7	4	83.0	"	N by S	4	3° 1'	29.96	64	61	57	61	"	"		3	bc	
4	7	3	90.3	"	"	4	2° 1'	29.98	65	62	60	62	"	"		3	N	
5	6	5	96.8	"	West	5		29.98	66	63	60	62	"	"		1	"	
6	3	7	100.5	"	N. by N.	4		29.98	65	64	61	62	"	"		1	"	
7	3	6	111.1	"	"	4		29.96	65	63	59	62	"	"		1	"	
8	4	3	84.4	"	N. N.	4		29.98	67	62	57	62	"	"		1	"	
9	4	3	12.7	"	"	5		29.98	67	61	58	61	bc	a.c		8	"	
10	4	7	17.4	"	"	5		29.97	67	61	58	61	a.c	"	bc	10	"	
11	4	6	22.0	"	"	5		29.97	65	60	57	61	a.c	"	"	10	"	
Mid.	4	6	26.6	"	"	5		29.96	63	60	57	61	"	"	"	10	"	

Commander L. C. Kitchner
Wednesday August 13

, U. S. Navy,
, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Commenced and went down. Clear and pleasant bright starlight moderate N. breeze, falling lighter second hour then backing to S.W. and increasing to moderate. At 12.00 changed course to S.E. Feb. 14. At 2.00 corresponding with 63 fathoms water, pelicans and black ducks. At 12.25 changed course to East Feb. 15. Cape Sable Light was abeam about 12.0. At 1.00 ship under full steam started and all placed sail to t'pails eight minutes on course. East wind on first quarter. Distilling from boiler & fire hauled in a
Feb. 15

Second pleasant. Moderate fresh breeze from S.W. Perimeter, rose and then fell last hour. Ship in course East (S.W.) under top sail, fore sail, spanky, jib and stay sail until 6:45 when changed course to S.E. (S.W.) patent log reading 400. Several fishing schooners sighted, about 100 miles over the horizon. No squalls suspected, temperature forward 60-66, aft 67-69, small area 69-67, no foul air, slight bawled fires in boiler B, distilling with C.

28th Bonaparte, Ensign, U.S.N.

U.S.N. to Mendocino.

Partly cloudy warm and pleasant. Moderate breeze from S.W. and W by N. At beginning of watch on course 5 to 6 (sec.) under jib, foremast staysail, topsails furled and after haul at 9.25 changed course to S. by E (sec.) At 10.00 took sounding in 52 fathoms water at 9.45 sounded in 76 fathoms water at 9.50 mustered crew of quarter, after which exercised as per routine till 10.50. From 10.50 to 11.50 exercised as per routine. Aldenrich L.R. (A.S.C.) released from confinement anterior having suffered. Barraman W.R. (A.S.C.) placed in solitary confinement on bread and water for sleep by order of Commanding Officer. At 12.00 sounded in 70 fathoms; at 12.05 took sounding in 52 fathoms water haul hauled in Abolish Distilling with 6 boiler
Remained to 4 PM.

Began with clear pleasant weather a moderate ground swell from South and moderate breeze from West
Wednesday. The Captain yesterday gave them punishment: 1. L. H. P. C. Smith, 2. Little, 3. Humphrey and J. S.
Ledy. Mortimer & crew for talking at drill, shoving their drill. A. S. & crew for the powder and loaded up
the powder. During the watch neglected the stowage of a steamer wharve steaming to South and West and
four fishing schooners; one at anchor, at the end the ship of under the foremast staysail, the jib and
the topsails sailing with the wind on port quarter and steering to S. E. by standard compass. The wind
swell is less and a moderate sea is rising. Drifting with strong force to the South and West. Drifted
on the

Leon N. Hayward

6.6 P.M. - Clear pleasant weather. Off West wind, backing to S. & W by N. and decreasing to moderate toward end of watch. Moderate sea, at 4.30, commencing at quarters, after which, till end of watch, but two single reefs in topsails in 8 minutes, shook out one reef in 2 minutes 20 seconds, put second reef in topsails in 8 minutes, inspected mizzenmast and, while working, found temperatures normal, and no foul air. Distilling from boiler C and fire boiler in boiler A. Hauled down jib at 4.50. At end of watch on course S.E. & E under fore-and-aft, main and two single reefs, topsails with some one pound aback, post beam.

R. K. Murphy. Hunt 6.6.20

Sea and pleasant. Moderate breeze from N.W. by N. to N.E. Barometer rising. Ship on course S.E. $\frac{1}{2}$ E (true) under double reefed topsails and forest, foremast staysail. Stopped distilling at 7:10, fresh water tanks being full and light banded fire in C boiler. Fire light banded in A boiler. 38° Barometer 29.4° with thermometer.

Clouds in overcast. Moon shining through clouds. Brilliant display of Aurora Borealis first two hours. Still
bright from N.W. Throughout night. High on course at E. $\frac{1}{2}$ E. (400) under foretopmast signal and double red
flashes. Eric backed in before A and C. Sighted one sailing vessel. R.L. end of watch 246.
H. J. P. Hallow Engineer

Examined and found to be correct.

Hubbard Lieutenant Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

At Anchor in the Harbor of Halifax N.S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heed.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.		CLOUDS.			the State of sea.
					Direction by Standard Compass.	Height in inches.				Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of sky.	Form of clouds, by symbols.	Moving form.	Amount, percent.				
A. M.																					
1	At anchor			at N. by E.	West		1			29.99	67	62	60		b.c.	a.c.		6			
2	"			at N. W.	South		0			29.99	67	62	60		"	a.c.		2			
3	"			at N. W.	"		0			29.97	66	60	59		"	a.c.		1			
4	"			at N. W.	at N. W.		2			29.96	65	59	58		"	a.c.	ls	2			
5	"			at N. W.	"		1			29.95	65	59	58		"	a.c.	ls	6			
6	"			"	"		1			29.96	65	60	58		"	"		6			
7	"			at N. by E.	"		1			29.97	63	61	59		"	"		6			
8	"			"	"		1			29.97	63	62	60		b.c.	"		6			
9	"			at N. W.	N. S. W.		0-1			29.98	66	67	65		"	"		6			
10	"			"	"		0-1			29.98	67	69	67		"	"		6			
11	"			at N. by E.	"		1-2			29.98	68	71	68		"	"		4			
Noon.	"			at N. W.	"		2			29.98	69	73	68		"	"		4			

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.0 1 "
0 1 "
0 1 "
0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

15.7 miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by0 1 "
0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water Distilled during the preceding 24 hours,

550 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

2 tons, 1218 lbs.

Coal remaining on hand at noon,

67 " 1580 "

P. M.																				
1	At anchor	N. by S.	N. S. W.	3						29.96	70	73	68		b.c.	a.c.		3		
2	"	N. S. W.	"	3						29.94	70	73	67		"	"		4		
3	"	"	"	4						29.93	70	73	66		"	"		4		
4	"	S. N. by W.	"	4						29.92	70	73	65		"	"		4		
5	"	S. W.	"	4						29.91	70	69	64		"	a.c.		4		
6	"	"	"	4						29.90	70	69	65		"	a.c.		4		
7	"	"	"	4						29.91	68	65	63		"	a.c.		6		
8	"	"	"	4						29.91	68	64	62		a.c.	"		10		
9	"	West	"	4						29.91	68	64	63		b.c.	"		8		
10	"	"	"	4						29.91	68	63	63		"	"		7		
11	"	"	"	4						29.90	67	62	62		"	"		9		
Mid.	"	N. S. W.	"	4-5						29.89	66	62	62		b.c.	"		10		

under the command of

Commander L. C. Kilnes
Friday August 15

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4:30 P.M. Began with clear cool weather and light breeze from N.W. Light air from West then calms and light breezes from N.W. at 4:30 P.M. stopped distilling and backed fire.

4:45 P.M.:-

Spent with light breezes from N.W. Wind fell to light air. Sent the boys over the mast heads. Crossed royal and top gallant yards. Made the morning inspection of magazines and found the air fresh and the temperatures normal. Air temperatures were: 67° and 67° forward; 66° and 64° aft; and 68° and 67° in the percussion locker.

8:00 P.M. to Midnight:-

Fair and pleasant, hazy around horizon. Light air and breezes from N.W. at 7:00, mustered at quarters, after which had fire quarters, and called away and lowered all boats, armed for distant service. Made the weekly test of all flood, drain and overflow valves and found them in good condition. The Commanding Officer awarded the following punishments: Langley S. H. and Wallace H. H. loss clothing at quarters 6 hours extra duty; Rumbert J. B. wearing filthy clothing, 12 hours extra duty; Lambell R. Martin C. H. Rouse, A. M. Cahin S. M. and Carter P. C. clothing in hocky bag, 6 hours extra duty. All the above Appr 3 class; Holmgren S. R. Appr 2 C. clothing in hocky bag, 6 hours extra duty. By order of Commanding Officer Boutros A. B. was released from confinement on account of expiration of sentence and C. Rouse A. C. was placed in solitary confinement on bread and water for 5 days on accordance with sentence awarded Aug 2 1902 for smoking. Sent out in boiler at 11:45 and steam forming in C. The Commanding Officer called officially on the U. S. Consul General. The U. S. Consul General made an official visit aboard.

Midnight to 5 P.M.:-

Fair and pleasant. Gentle to moderate breeze from N.W. Barometer fell. Had routine drill for the six periods. Unbent and sent below the fore and main topsails and the foremast. Sent down top gallant and royal yards. At 12:07 fired a salute of nine guns, the American flag at its pole; a salute to the U. S. Consul General. Fired in boiler C for distilling purposes and commenced distilling at 12:20.

4:45 P.M.:-

Pleasant weather, overcast last hour. Moderate S.W. wind. Inspected magazines and shell rooms - found temperatures normal and air fresh. Stopped distilling at 4:45 and approved fire to die out in boiler C.

8 P.M. to Midnight:-

Cloudy to overcast. Moderate breeze from N.W. Barometer fell slightly.

J. S. Ding, Engineer

Examined and found to be correct.

M. Kilnes

Navigator.

At Anchor in the Harbor of Halifax N.S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			Amount, sixteenths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. attd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form of, by symbols.		Making form.				
A. M.																					
1			At Anchor	N. S. W.		N. S. W.	3			29.87	66	62	62		a. c. m.	A-S	10				
2			"	"		"	2			29.87	66	62	62		"	"	10				
3			"	S. S. W.		"	2			29.85	66	62	62		"	"	10				
4			"	"		"	2			29.84	65	62	62		"	"	10				
5			"	S. by W.		"	2			29.84	65	62	62		"	"	10				
6			"	N. S. W.		Calcu	0			29.84	65	62	62		"	"	11				
7			"	E. N. by E.		"	0			29.84	65	62	62		"	"	11				
8			"	N. S. W.		N. W.	1			29.84	65	62	62		"	"	11				
9			"	E. N. by E.		S. W.	1			29.84	65	61	61		"	"	10				
10			"	"		South	1			29.85	65	61	61		a. c. m.	N	11				
11			"	N. by E.		S. by E.	2			29.84	66	62	62		a. c. m.	S	10				
Noon.			"	E. N. E.		S. E.	3			29.88	65	64	63		"	"	10				

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water *Outlets* during the preceding 24 hours,

600 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

tons, 1953-lbs.

Coal remaining on hand at noon,

66 " 1865 "

P. M.																				
1			At Anchor	N. E.		S. E.	3			29.81	65	64	64			a. c. m.	S. by W.	10		
2			"	S. E.		"	3			29.81	65	64	64			"	"	10		
3			"	South		"	2-3			29.79	65	64	64			a. c. m.	"	10		
4			"	S. by E.		"	2-3			29.78	65	64	64			"	"	10		
5			"	South		"	1			29.77	66	64	64			a. c. m.	"	10		
6			"	N. S. E.		"	1			29.75	65	64	64			"	"	10		
7			"	N. S. W.		"	1			29.73	65	63	63			a. c. m.	"	10		
8			"	N. S. W.		"	1			29.72	66	63	63			"	"	10		
9			"	"		N. W.	3			29.72	66	62	62			a. c. m.	N	10		
10			"	"		"	3			29.71	66	61	61			"	"	10		
11			"	N. by E.		South	3			29.70	66	61	61			"	"	10		
Mid.			"	N. by W.		N. W.	3			29.74	64	59	59			"	"	10		

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

At anchor in the Harbor of Halifax, N. S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Forms of clouds, by symbols.		Moving clouds, by symbols.		
A. M.																			
1				At anchor	At anchor		3			29.63	62	57	57		b.c.	Sc. cl.		5	
2				"	"		3			29.62	62	57	57		"	"		5	
3				"	At anchor		3			29.62	62	58	57		"	Sc. cl.		1	
4				"	At anchor		3			29.57	61	57	56		b.	Sc. cl.		1	
5				"	"		3			29.58	61	56	55		b.c.	Sc. cl.		1	
6				"	"		3			29.58	60	57	56		"	Sc. cl.		1	
7				"	At anchor		3			29.59	59	57	55		"	"		1	
8				"	At anchor		3			29.59	59	57	56		"	Sc. cl.		2	
9				"	At anchor		3			29.59	59	57	57		"	Sc. cl.		2	
10				"	"		4			29.59	60	61	57		"	Sc. cl.		4	
11				"	At anchor		4.5			29.59	62	63	58		b.c.	"		4	
Noon.				"	"		4.5			29.59	62	63	57		"	"		5	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																			
1	At anchor	At anchor	At anchor	At anchor	At anchor	At anchor	At anchor	At anchor	At anchor	At anchor	At anchor	At anchor	At anchor	At anchor	At anchor	At anchor	At anchor	At anchor	At anchor
2	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
3	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
4	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
5	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
7	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
8	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
9	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
10	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
11	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Mid.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"

under the command of

Commander L. C. Schuler
Sunday August 17

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until same:-

Fair to clear and pleasant. Breeze from the N.W. Barometer fell.
Z. Pongp, Engineer U.S.N.

4 to 8 AM:-

Fair and pleasant. Breeze from N.W. Barometer steady. All liberty men returned. Salvage
(30000) returned. 13 hours western Magazine inspected. Temperature forward 70-80, aft 60-65, small
arm 70-67 no foul air. Received in Bay Department 200 lbs most useful vegetable.
Z. Pongp, Engineer U.S.N.

8 AM to Noon:-

Partly cloudy cool, fair and pleasant. Equally last two hours. Breeze from N.W.
At 4:00 mustered crew at quarters after which had general inspection.
Herbert J. Spano Engineer U.S.N.

Noon to 2 PM:-

Begins with clear pleasant weather and moderate breeze from N.W. with stiff squalls.
Sent a small liberty party ashore. The wind grew stronger and the squalls fell.
to moderate breeze and stiff squalls.
Herbert J. Spano Engineer U.S.N.

4 to 8 PM:-

Partly cloudy, cool. Equally first two hours. Moderate to stiff breeze from N.W. Inspected
magazines, temperature normal, no foul air.
Herbert J. Spano Engineer U.S.N.

8 PM to Midnight:-

Begins with clear moonlight weather and quite light breeze from N.W.
Herbert J. Spano Engineer U.S.N.

Examined and found to be correct.

M. Weber
Lieutenant Navigator.

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

At anchor in the Harbor of Halifax, N.S. Canada.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heav.	Loomg.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			the Sun.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Forms of, by symbols.		Morning.	Afternoon.		
A. M.																				
1				At anchor	N. by E.	3				29.68	61	56	54		bc.		bc.		1	
2				"	N. by E.	3				29.63	61	56	54				bc.		2	
3				"	N. by E.	3				29.63	60	55	53						2	
4				"	N. by E.	3-4				29.63	60	55	53		bc.				3	
5				"	N. by E.	3-4				29.63	59	55	53						2	
6				"	N. by E.	3				29.63	58	57	54		bc.				2	
7				"	N. by E.	3				29.65	59	57	53						2	
8				"	N. by E.	3				29.66	59	58	54						2	
9				"	"	4				29.67	60	60	55						3	
10				"	N. by E.	4				29.67	60	61	56						4	
11				"	"	4				29.67	61	63	57						4	
Noon.				"	"	4				29.66	62	64	60						4	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																			
1				At anchor	N. by E.	3-4			29.67	63	66	60		bc.		bc.			8
2				"	N. by E.	3-4			29.67	64	67	62							7
3				"	N. by E.	3-4			29.67	64	68	63							7
4				"	N. by E.	3			29.67	64	68	63		bc.					5
5				"	N. by E.	3			29.68	66	67	62							5
6				"	N. by E.	3			29.71	66	68	63							5
7				"	N. by E.	3			29.72	66	68	62							5
8				"	N. by E.	3			29.72	65	62	60							7
9				"	N. by E.	3			29.74	63	61	59							7
10				"	N. by E.	3			29.75	63	61	59							7
11				"	N. by E.	3-4			29.75	63	59	57		bc.					5
Mid.				"	N. by E.	3-4			29.75	62	58	56							4

under the command of

Commander L. C. Kilmer
Monday August 18

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and 4 AM:

Nearly clear Squally last hour gentle to moderate breeze from N.W. and West.
Herbert S. Spencer James Enghell & Co.

4 to 8 AM:

Nearly clear pleasant. Moderate to gentle breeze variable in direction. Uninspected magazines temperatures 69° 68° 67°; no foul air. Received in Pay Department 858 \$445 each of meat and vegetables.
Herbert S. Spencer Enghell & Co.

8 AM to Meridian:

Began with clear pleasant weather and gentle breeze from N.W. At 9.30 inspected at quarters and had physical drill. Absent overboard: D.M. Miller, Bootmaker, and L.P. Goldsmith, Apprentice 3 class. Had routine drills for first and second periods. The Private Secretary of the Governor representing the Governor paid a visit of ceremony aboard. Received a visit of ceremony from the Mayor General Commanding the British Land Force and he got a salute of 13 guns on leaving. His term being finished. W.E. Bowman, Apprentice 3 class, is released, and H.C. Carter, Apprentice 3 class, is placed in solitary confinement for food and water according to previous sentence.
George W. Hayward James Enghell & Co.

Meridian to 4 PM:

Fair pleasant weather. Gentle to moderate West wind Sent liberty party of Apprentices ashore.
Herbert S. Spencer James Enghell & Co.

4 PM to 8 PM:

Began with fair pleasant weather and gentle breeze from West. At 6.30 mustered at quarters. Absent overboard: D.M. Miller, Bootmaker, and L.P. Goldsmith, Apprentice 3 class. Twenty three apprentices failed to return from liberty. W.C. Williams, Tender, off on two days leave of absence. W.P. Boyer, Apprentice 3 class, is placed in solitary confinement for safe-keeping and to await action for leaving the ship without permission. Made the afternoon inspection of magazines and found them cool and fresh and the temperatures normal. (At 10.30 inspected magazines, 67° 66° 65° 64° 63° 62° 61° 60° 59° 58° 57° 56° 55° 54° 53° 52° 51° 50° 49° 48° 47° 46° 45° 44° 43° 42° 41° 40° 39° 38° 37° 36° 35° 34° 33° 32° 31° 30° 29° 28° 27° 26° 25° 24° 23° 22° 21° 20° 19° 18° 17° 16° 15° 14° 13° 12° 11° 10° 9° 8° 7° 6° 5° 4° 3° 2° 1° 0°)
George W. Hayward James Enghell & Co.

8 PM to Midnight:

Fair and pleasant weather. Moonlight. Gentle to moderate breeze from N.W. The following apprentices returned on board 2 hours over time: H.C. Carter, R.J. Carter, J.P. Carter, J. Cochran, and J.C. Thomas.
George W. Hayward James Enghell & Co.

Examined and found to be correct.

J. H. Mulcaire James Enghell & Co. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

At anchor in the harbor of Valparaiso

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heed.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.				State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form of clouds, by symbols.		Moving forms.	Amount, state & dir.			
A. M.																				
1	At anchor			S. by N.	N. by N.	3			29.75	61	58	56		bcu.	bcu.				3	
2	"			"	"	3			29.75	61	58	56		"	"	"			3	
3	"			S. N.	"	3			29.75	61	57	56		"	"	"			2	
4	"			"	"	3			29.75	60	56	55		"	"	"			2	
5	"			S. N. by N.	"	2			29.76	60	56	56		"	"	"			1	
6	"			S. N.	N. by N.	1			29.77	60	56	55		bcu.	bcu.	"			1	
7	"			N. by N.	"	1			29.78	60	57	56		"	"	"			1	
8	"			S. N. by N.	N. by N.	2			29.80	60	60	58		bcu.	bcu.	"			1	
9	"			"	"	2-3			29.80	62	62	60		"	"	"			2	
10	"			S. N. N.	S. N. by N.	2-3			29.81	63	64	61		bcu.	bcu.	"			4	
11	"			S. N.	N. by N.	3-4			29.81	65	66	62		"	"	"			5	
Noon.	"			S. N. N.	"	3-4			29.81	65	66	62		"	"	"			6	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation

Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

580 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

1000 lbs.

Coal remaining on hand at noon,

65 " 1415 "

P. M.																				
1	At anchor			S. N. by N.	N. by N.	3-4			29.81	65	68	63					bcu.	bcu.		7
2	"			S. N. by N.	"	3-4			29.81	64	67	62					"	"	"	8
3	"			N. by N.	"	3-4			29.81	64	67	62					"	"	"	8
4	"			"	"	3			29.80	64	68	64					bcu.	bcu.	"	8
5	"			"	"	2			29.80	64	69	64					"	"	"	8
6	"			S. N. by N.	S. N.	2			29.80	64	66	63					bcu.	bcu.	"	8
7	"			S. N.	Calcutta	1			29.80	65	68	63					bcu.	bcu.	"	7
8	"			S. N.	"	0			29.80	66	63	62					bcu.	bcu.	"	6
9	"			S. N. by N.	"	0			29.82	66	61	60					"	"	"	6
10	"			S. N.	S. N. by N.	0-1			29.81	65	60	59					"	"	"	4
11	"			S. N. by N.	"	0-1			29.81	65	60	59					"	"	"	4
Mid.	"			S. N. N.	"	0-1			29.81	64	59	58					"	"	"	4

LOG of the UNITED STATES

Training Ship Essex

Ship's Rate,

At anchor in the Harbor of Halifax N.S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount, sea to 10 fms.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			Form of symbols.	Amount, sea to 10 fms.		
A. M.																			
1	At anchor			At anchor	N by E	0-1			29.82	62	57	56			bc.	bc.		1	
2	"			"	"	0-1			29.84	62	57	56			"	"		1	
3	"			N by E	"	1-2			29.84	61	58	55			"	bc		1	
4	"			"	"	3			29.84	60	58	54			"	"		1	
5	"			N. N.	South	2			29.86	60	58	54			"	bc		1	
6	"			N. N.	"	2			29.87	59	58	54			"	"		2	
7	"			"	"	2			29.88	59	58	54			"	"		2	
8	"			N. N.	N. N. W.	2			29.89	60	61	57			"	"		1	
9	"			N. N. by E	N. N.	2			29.90	61	61	57			"	"		1	
10	"			N. N.	"	2			29.92	61	64	61			"	bc		2	
11	"			"	"	2			29.94	65	67	61			"	"		2	
Noon.	"			"	"	2			29.95	65	68	61			"	"		2	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																			
1	At anchor			N. N.	N. N. by E	1			29.96	68	70	63			bc.	bc.		3	
2	"			N. N.	"	1			29.97	68	72	67			"	"		3	
3	"			"	South	0-1			29.98	67	73	67			"	"		3	
4	"			"	N. N. by E	2			29.98	65	71	65			"	"		3	
5	"			N. N. by E	"	2			29.97	71	72	65			"	"		4	
6	"			N. N.	"	2			29.98	71	76	65			"	bc		4	
7	"			N. N. by E	N. N. E	2			30.01	69	69	63			"	bc		4	
8	"			N. N. E	"	2			30.06	70	65	62			"	"		4	
9	"			"	Calcut	0			30.08	68	63	62			"	"		4	
10	"			N. N. by E	South	1			30.09	67	61	59			bc.	bc		2	
11	"			N. N.	"	1			30.09	65	59	57			"	bc		2	
Mid.	"			"	"	1			30.09	65	59	58			"	"		3	

, U. S. Navy,
1902.

Commences and until 4 AM: Clear and fine Bright moon and star light Calm to light W. breeze increasing to gentle S by E breeze at end. Distilling from rocks. Co. Thompson Lintick W.
Same to 5 AM:

Clear & pleasant weather. Light S.W. breeze. Inspected magazines and shell rooms and found normal temperatures and air fresh. Distilling from boiler C Liberty party returned. Received in Department C and A. S.B. the fresh meat and S.B. & the fresh vegetables. W.H. Spallaby, Jph & C returned on board 7 hours overtime. Filled 20 gallon masts in 4 minutes. Crased light garden committee.

R.M. & Mercaderes.
N. H. Phelps, Lieut. U.S.N.

Low and very pleasant weather. Light breeze from S.W. Barometer rose. Mutineers crewed at quarters at 9.30, about without leak. Dr. Miller, Boilemakin, and L.P. Goldsmith, App 2 days after, sitting up drill had routine drill for the island and ponds and boats under oars. The Captain awarded the following punishments: Lehigh & Niles J. disorderly at General muster, 10 hours duty; Karakamf & disrespectful to a petty officer and using profane language - 10 days confinement on bread and water; Karakamf & lying down in boat while boat heaving, 5 hours extra duty; Wolf R. - Being drunk, smoking - 10 days and no money; Rader, J. C. smoking and watching in possession - 10 days solitary confinement; the Cook & 10 others in possession - 10 days solitary confinement; Saturday N. & 7 - being overboard with crew 5 months. All apprentices & crew, Brown C. (R.C.) released from confinement because of operations of some and Burger W. (L.S.C.) placed in solitary confinement in accordance with punishment awarded. Strong set small stores to the division. Distilling over boiler C.

Murdoch & + Dr. M.

J. E. Ronger, Ensign U.S.N.

Nearly clear warm and pleasant calm to light breeze variable in direction. Finished sewing
out clothing and small stores to crew. Robert H. Sparks, Dingell, W.

Clear and pleasant weather, moon rose at 7.15 Light breeze from S.W. by E. shifting to S.W. by E. third hour. Barometer rose. Sea down light yards at sunset. Disturbed with S.W. 6. Mustard at quarters at 4.30, absent without leave. DM Miller Boilum New and AB Goldsmith left at 5. Impulse megaphone, temperatures normal, no foul air.

Merly clear cool and pleasant. Damp last three hours. High to light breeze from North West. Sparrows *Emarginatus* 11/11.

LOG of the UNITED STATES

Training Ship *Texas*

Third Rate,

H. Tucker in the Harbor of Valparaiso, S. C.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Sky.		Form of clouds, by symbols.	Amount, in tenths of horizon.	
A. M.																		
1	<i>H. Tucker</i>			<i>North</i>	<i>North</i>	<i>2</i>			<i>30.10</i>	<i>64</i>	<i>57</i>	<i>56</i>		<i>bc</i>	<i>2.5</i>	<i>bc</i>	<i>3</i>	
2					<i>Calcut</i>	<i>0</i>			<i>30.09</i>	<i>63</i>	<i>56</i>	<i>56</i>					<i>4</i>	
3						<i>0</i>			<i>30.09</i>	<i>62</i>	<i>56</i>	<i>55</i>					<i>5</i>	
4				<i>North</i>	<i>S. S. E.</i>	<i>0-1</i>			<i>30.09</i>	<i>62</i>	<i>55</i>	<i>55</i>					<i>5</i>	
5				<i>S. S. E.</i>		<i>0-1</i>			<i>30.10</i>	<i>61</i>	<i>56</i>	<i>55</i>					<i>4</i>	
6				<i>North</i>		<i>1</i>			<i>30.11</i>	<i>60</i>	<i>55</i>	<i>54</i>					<i>4</i>	
7						<i>1</i>			<i>30.11</i>	<i>60</i>	<i>55</i>	<i>54</i>					<i>4</i>	
8				<i>North</i>	<i>Calcut</i>	<i>0</i>			<i>30.11</i>	<i>59</i>	<i>55</i>	<i>55</i>					<i>3</i>	
9				<i>S. S. E.</i>	<i>East</i>	<i>1</i>			<i>30.10</i>	<i>62</i>	<i>60</i>	<i>57</i>					<i>5</i>	
10				<i>East</i>	<i>S. S. E.</i>	<i>2-3</i>			<i>30.13</i>	<i>62</i>	<i>62</i>	<i>59</i>					<i>7</i>	
11				<i>S. S. E.</i>		<i>2-3</i>			<i>30.13</i>	<i>62</i>	<i>62</i>	<i>59</i>					<i>7</i>	
Noon.				<i>S. S. E.</i>	<i>S. S. E.</i>	<i>3</i>			<i>30.13</i>	<i>61</i>	<i>62</i>	<i>59</i>			<i>bc</i>	<i>bc</i>	<i>7</i>	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation

{ Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

5.50 gallons.

Water *Drinking* during the preceding 24 hours,

15.50 "

Water remaining on hand fit for use at noon,

78.00 "

Coal consumed during the preceding 24 hours,

1 tons, 2200 lbs.

Coal remaining on hand at noon,

61 " 1165 "

P. M.																		
1	<i>H. Tucker</i>			<i>South</i>	<i>South</i>	<i>3</i>			<i>30.13</i>	<i>62</i>	<i>62</i>	<i>60</i>		<i>bc</i>	<i>bc</i>	<i>bc</i>	<i>4</i>	
2						<i>3</i>			<i>30.14</i>	<i>62</i>	<i>63</i>	<i>60</i>					<i>3</i>	
3				<i>S. S. E.</i>	<i>S. S. E.</i>	<i>3</i>			<i>30.14</i>	<i>63</i>	<i>63</i>	<i>61</i>					<i>3</i>	
4				<i>S. S. E.</i>		<i>0</i>			<i>30.12</i>	<i>65</i>	<i>66</i>	<i>63</i>					<i>2</i>	
5				<i>S. S. E.</i>		<i>3</i>			<i>30.11</i>	<i>65</i>	<i>65</i>	<i>62</i>					<i>2</i>	
6				<i>S. S. E.</i>		<i>3</i>			<i>30.11</i>	<i>65</i>	<i>67</i>	<i>63</i>					<i>2</i>	
7						<i>2</i>			<i>30.11</i>	<i>63</i>	<i>62</i>	<i>60</i>					<i>3</i>	
8				<i>S. S. E.</i>	<i>S. S. E.</i>	<i>2</i>			<i>30.10</i>	<i>63</i>	<i>59</i>	<i>58</i>					<i>4</i>	
9				<i>S. S. E.</i>	<i>S. S. E.</i>	<i>2</i>			<i>30.10</i>	<i>63</i>	<i>59</i>	<i>58</i>					<i>4</i>	
10				<i>South</i>		<i>1</i>			<i>30.10</i>	<i>63</i>	<i>58</i>	<i>57</i>					<i>5</i>	
11				<i>S. S. E.</i>		<i>1</i>			<i>30.09</i>	<i>63</i>	<i>58</i>	<i>57</i>					<i>7</i>	
Mid.				<i>North</i>	<i>Calcut</i>	<i>0</i>			<i>30.08</i>	<i>63</i>	<i>57</i>	<i>56</i>					<i>8</i>	

under the command of

Commander L. C. Kilmer
Thursday August 21

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 11 AM. Fair and pleasant. Bright moonlight. Calm to light breeze from S by E. Barometer steady.

32° Barom. One gallon

4.45 PM.

Fair and cool. Light air from NNE. Barometer steady. Sent of furniture, overboard. Received in Day Department 588 the most, with the vegetable. Magazine inspected. Temperature forward 67-68 aft 64-65. small arm 67-66 no foul air. Proceed light speed.

32° Barom. One gallon

8.45 AM. & Minding

Cloudy pleasant. Light air to gentle breeze variable in direction. At 9.30 mustered crew at quarters, after which exercised at sitting up exercise and evening drill until 10.30. From 10.30 to 11.30 worked at divisional drill. Plans made for 1st of September. One gallon

Morning to 4 PM.

Began with fair pleasant weather and gentle breeze from South the wind backed to S by E. At 5.00 stopped distilling and barked fire.

George A. Hayward Lieut. U.S.N.

4.45 PM.

Stark clear pleasant. Light breeze from ESE to calm. Inspected magazine temperature 67-68 no foul air. Received a visit from the Governor of Nova Scotia, and upon his departure fired a salute of thirteen guns with the British. Began at the fore. Received social visits from the United States Consul General at this port and the Major General commanding military forces who were received with customary honors. Miller Dr. (Philadelphia) returned from leave 82 hours overtime.

Robert A. Sparrow One gallon

8 PM. & Minding

Began with clear pleasant weather and light breeze from SE. The moon rose at 8.10. Humid backed to ESE and fell to light air. At 10.45 fire in support of landing.

George A. Hayward Lieut. U.S.N.

Examined and found to be correct.

J. H. Hubbard
S. H. Hubbard
Navigator.

LOG of the UNITED STATES

Training Ship Essex

Zed Rate,

At Anchor at Halifax N.S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.					TEMPERATURE.					State of the Weather, by symbols.	CLOUDS.			State of the Sea.				
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water Surface.	Air at Surface.	Water at Surface.	Form of, by symbols.	Moving form.	Amount, in tenths.									
A. M.																												
1	At anchor			S. E.	S. E.		1			30.07	63	57	57				sc. m.	2.5			10							
2	"			S. by E.	Calan		0			30.07	62	57	57				bc. m.	"			9							
3	"			Wind	"		0			30.06	62	57	57				"	"			8							
4	"			"	"		0			30.06	61	57	57				"	"			7							
5	"			E. by S.	E. S. E.		2			30.04	62	57	57				"	"			8							
6	"			E. by S.	East		2			30.04	60	57	52				bc.	S. E.			8							
7	"			S. E. by S.	E. S. E.		0-1			30.04	61	60	59				"	S. E.			6							
8	"			East	"		1			30.04	62	62	60				"	S. E.			7							
9	"			S. E.	S. E. by E.		2			30.06	63	61	59				"	"			7							
10	"			"	"		2			30.06	63	63	60				"	S. E.			7							
11	"			S. by E.	E. S. E.		2			30.06	64	63	60				"	"			6							
Noon.	"			S. E. by S.	S. E. by E.		3			30.06	65	65	61				"	"			6							

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation

Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

55.5 gallons.

Water *Distilled* during the preceding 24 hours,

25.0 "

Water remaining on hand fit for use at noon,

27.50 "

Coal consumed during the preceding 24 hours,

tons, 17.80 lbs.

Coal remaining on hand at noon,

12.5 " 16.25 "

P. M.																												
1	At anchor			S. E.	S. S. E.		3			30.06	64	65	60				bc.	S. E.			6							
2	"			S. S. E.	"		3			30.06	64	65	61				"	"			6							
3	"			S. by E.	"		3			30.06	64	66	62				"	"			4							
4	"			Wind	"		3			30.05	64	65	62				"	"			4							
5	"			S. by E.	"		2			30.05	63	63	60				"	"			4							
6	"			"	"		2			30.06	63	62	59				"	"			4							
7	"			S. S. E.	S. E. by S.		1			30.06	63	59	58				"	"			5							
8	"			"	S. E.		1			30.07	63	58	57				"	"			6							
9	"			S. by E.	"		1			30.06	63	58	57				"	"			6							
10	"			S. E.	"		2			30.07	64	57	52				"	"			5							
11	"			East	E. S. E.		2			30.07	64	57	52				"	"			5							
Mid.	"			"	"		1-2			30.07	64	57	52				"	"			5							

under the command of

Commander J. C. Keenan,
Friday August 22

, U. S. Navy,

1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended 22nd:

Overcast to cloudy. Damp. Light breeze from S.E. to calm. Alden Smith L.P. Officer returned from leave 1 1/2 days overtime.

Hubert G. Sparrow Ensign U.S.N.

4 to 8 P.M.:

Breezy and cool. Light breeze from E.S.E. to calm. Made preparations for ending ship. At 7:30 received coal lighter tender along port side and at 7:50 began coaling ship. Inspected magazine temperatures normal. Received in Pay Department 288 1/4 lbs each of meat and vegetables and 200 lbs bread.

Hubert G. Sparrow Ensign U.S.N.

8 P.M. to Midnight:

Began with cloudy pleasant weather and light breeze from E.S.E. Coaling ship through two gun ports one side. The wind veered to S.E. by 7 and grew to light breeze at 8:50 ended coaling and had received 65 tons bread and 1/2 ton meat. Made ready to clear ship. Steamer yacht Alaska (C&D) entered and anchored.

Leop. H. Hayward Lieut. U.S.N.

Midnight to 4 P.M.:

Clear and pleasant weather. Gentle S.E. breeze. Cleaning ship. One hand grenade was accidentally broken. Made weekly inspection of all magazine flood and drain cocks and found them in good condition.

W. H. Kurland Lieut. U.S.N.

4 to 8 P.M.:

Begins with fine pleasant weather and gentle breeze from S.E. Received in Pay Department 500 lbs of butter, 400 of macaroni, 1250 of smoked ham, 20 of cheese, 50 cases of condensed milk, 16 cases of dried fruit, and 27 cases of canned fruit; and in Equipment 30 pounds of gun shells and 15 gallons of turpentine. Made the afternoon inspection of magazine and found the air fresh and the temperature normal. The temperatures were: 44 and 46° forward, 65° and 63° aft, and 66° and 64° in the forenoon. Left for the forenoon. Spent down royal yards.

Leop. H. Hayward Lieut. U.S.N.

8 P.M. to Midnight:

Clear pleasant weather. Light breeze from S.E. and E.S.E. Moon rose at 8:15

W. H. Kurland Lieut. U.S.N.

W. H. Kurland Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Tanning Ship Essex

Wind Rate,

At Anchor in the Harbor of Halifax N.S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.					State of the Weather, by symbols.	CLOUDS.		Amount of Rain.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Wet Surface.		Form of, by symbols.	Moving Form.		
A. M.																			
1				E.S.E.	E.S.E.		1			30.06	60	57	52		bc.	cu S		7	
2				S.E.	"		1			30.06	60	57	52		"	"		8	
3				S.E. by E.	"		1			30.07	60	57	53		"	"		9	
4				"	"		1			30.07	60	57	52		"	"		9	
5				E.S.E.	E.S.E.		2			30.06	61	57	53		cc.	cu S		10	
6				E.S.E.	E.S.E.		2			30.06	60	57	54		"	"		10	
7				S.E. by E.	"		3			30.03	60	57	57		"	"		10	
8				S.E.	"		3			30.02	60	57	60		"	"		10	
9				"	E.S.E.		3			30.01	62	61	61		o.c.f.	"		10	
10				"	"		3			30.01	62	62	61		o.c.f.	"		10	
11				"	"		3			30.02	62	62	61		"	"		10	
Noon.				"	"		3			30.01	62	61	60		"	"		10	

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

2200

Coal consumed during the preceding 24 hours,

tons, 840 lbs.

Coal remaining on hand at noon,

125 " 785 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Wet Surface.	State of the Weather, by symbols.	CLOUDS.	Amount of Rain.	State of the Sea.
1				S.E.	E.S.E.	3			30.02	62	60	60		bc.	cu S		10
2				"	"	4.5			30.01	62	60	60		bc.	cu S		10
3				"	S.E. by E.	4.5			29.99	61	59	59		bc.	cu S		10
4				"	"	4.5			29.97	61	59	59		bc.	cu S		10
5				S.E. by E.	E.S.E.	4.5			29.95	61	60	60		bc.	cu S		10
6				E.S.E.	"	4.5			29.95	61	61	61		"	"		10
7				"	"	4.5			29.93	62	61	61		"	"		10
8				E.S.E.	"	4.5			29.93	62	61	61		"	"		10
9				"	"	4.5			29.93	63	61	61		"	"		10
10				"	"	4.5			29.93	63	61	61		"	"		10
11				S.E. by E.	"	3.5			29.93	63	61	61		"	"		10
Mid.				E.S.E.	"	3.5			29.92	63	61	61		"	"		10

under the command of *Commander L. G. Hildner*
Saturday August 28

, U. S. Navy,
190 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 11 AM:-

Began with cloudy cool weather and light air from E.S.E. from behind clouds
George N. Hayward *First U.S.N.*

4 1/2 8 AM:-

Began with cloudy cool weather and light air from E.S.E. The wind backed to E by S and to East and the sky became overcast threatening rain. Made the morning inspection of magazines and found the air fresh and the temperatures normal. The temperatures were 60° and 60° forward, 60° and 60° aft and 60° and 62° in the forenoon locker. An ash-tray lighter and a water lighter completing side and at 7:45 began pumping water into Boiler Room in Bay Department 600 pounds of bread and 500 of meat and of vegetables. The wind increased to light breeze.

George N. Hayward *First U.S.N.*

8 AM to Meridian:-

Overcast, cloudy and raining. Breeze E.S.E. breeze. Rinsed on board from water the 600 gals fresh water. Engaged Clemons ship. The Commanding Officer awarded the following punishments:- J. H. Williams, A.S.C. 8 1/2 hours overhaul, 10th class 4 months; J. H. Williams, A.S.C. tobacco and matches in possession, 3 days solitary confinement on bread and water; J. S. Resmer, A.S.C. and J. P. Nelson, A.S.C. on duty, lost 5 tinies, 10 hours extra duty each; J. H. Cant, A.S.C. smoking 10th class and no money; H. C. Carter, A.S.C. was by order of Court Officer released from confinement on account of expiration of sentence, and W. P. Carter A.S.C. was placed in solitary confinement on bread and water for 5 days in accordance with sentence awarded August 8, 1902, for having tobacco in possession. A Plant Line Steamer "Kalgai" came in and moved alongside wharf. Discharged ashes into lighter.

W. M. Waring *First U.S.N.*

Meridian to 11 PM:-

Overcast, drizzling rain first three hours, steady rain and fog last hour. Moderate to stiff breeze from S.E. by E. Barometer falling. Sent liberty party of men ashore.

Z. E. Briggs *Ensign U.S.N.*

4 1/2 8 PM:-

Overcast, cloudy with haze rain. Moderate to stiff breeze in squalls from E.S.E. Barometer falling slowly. Inspected magazines and shell room and found temperatures normal and air fresh.

W. M. Waring *First U.S.N.*

8 PM to Midnight:-

Overcast and drizzling rain entire watch, hazy weather. A gentle breeze from E.S.E. with occasional squalls. Barometer about steady.

Z. E. Briggs *Ensign U.S.N.*

Examined and found to be correct.

J. H. Hubbard

First U.S.N. *Navigator.*

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

At Anchor in the Harbor of Halifax N.S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heed.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			the State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Forma d. by symbols.		Moving form.	Amount, estimated.		
A. M.																				
1	At Anchor			S. E.	S. E.		3-4			29.92	64	61	61			o.cng.	ch		10	
2	"			S. E.	S. E.		3			29.92	64	58	58			accu.	"		10	
3	"			S. E.	S. E.		3			29.92	64	58	58			accu.	"		10	
4	"			S. E.	Calcu		0			29.93	63	58	58			accu.	"		10	
5	"			S. E.	"		0			29.93	62	57	57			accu.	"		10	
6	"			S. E.	"		0			29.95	61	57	57			accu.	"		10	
7	"			S. E.	"		0			29.96	61	57	57			accu.	"		10	
8	"			S. E.	"		0			29.97	61	59	59			accu.	"		10	
9	"			S. E.	"		2			29.99	61	60	60			accu.	"		10	
10	"			S. E.	"		2			30.00	62	61	61			accu.	"		10	
11	"			S. E.	"		2			30.00	62	62	61			accu.	"		10	
Noon.	"			S. E.	"		2			30.00	62	62	61			accu.	"		10	

Position at 8 A. M. { Latitude by " " "

Longitude by " " "

Latitude by observation " " "

Longitude by observation " " "

Position at noon: { Latitude by D. R. " " "

Longitude by D. R. " " "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by " " "

Longitude by " " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 550 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1650 "

Coal consumed during the preceding 24 hours, tons, 840 lbs.

Coal remaining on hand at noon, 124 " 2155 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heed.	Leeway.	Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Wind at Surface.	Water at Surface.	State of the Weather, by symbols.	CLOUDS.	the State of Sea.
1	At Anchor			S. E.	S. E.	2			30.00	63	63	62			accu.	S. E.	7
2	"			"	"	2			30.01	64	65	63			"	"	7
3	"			"	"	2			30.00	63	63	62			accu.	"	6
4	"			"	"	2			30.01	63	64	62			"	"	7
5	"			"	"	2			30.01	63	63	62			"	"	7
6	"			South	"	1			30.01	64	63	62			"	"	7
7	"			"	"	1			30.01	64	63	62			"	"	7
8	"			South	Calcu	0			30.01	65	62	61			"	"	7
9	"			"	"	0			30.02	64	61	60			accu.	"	3
10	"			S. E.	"	0			30.02	63	57	57			"	"	3
11	"			"	"	0			30.02	63	57	57			"	"	3
Mid.	"			"	S. E.	1-2			30.02	62	57	56			"	"	3

under the command of

Commander L. C. Kilian!
Sunday August 24

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 PM:-

Boread. Squally first hour. Rain first three hours. Moderate breeze from S.E.
to Calcut.

Norbert P. Sparrow Ensign U.S.N.

4 to 6 PM:-

Heavy fog around horizon, clear overhead and pleasant weather. Calm. Rising barometer. Suspected mackerels and shrimps, food temperatures normal and no foul air. Liberty party returned. Received in Department Band A, 250 lbs fresh bread, 250 lbs fresh meat and 500 lbs the fresh vegetable.

N. P. Sparrow Ensign U.S.N.

6 PM to Midnight:-

Cloudy and damp, misty weather. Light breeze from S.E. to Barometer steady. Mustered crew at quarters at 7.30, about overtook Christensen & Son. The Captain suspected the crew and ship.

J. E. Briggs, Ensign U.S.N.

Midnight to 4 PM:-

Cloudy hazy first two hours. Light breeze from S.E. to and S.E. Small liberty party ashore.

Norbert P. Sparrow Ensign U.S.N.

4 to 8 PM:-

Cloudy and pleasant. Light breeze from S.E. Barometer steady. All the liberty party of boys returned except six. Christensen & Son returned from liberty 12 hours overtook Magoon suspected temperatures 66-63 forward, aft 64-61, small area 64-62- no foul air. Peterham (A.C.) was found absent from the ship without authority.

J. E. Briggs, Ensign U.S.N.

8 PM to Midnight:-

Nearly clear, hazy. Calm to light breeze from S.E. to. No suspected.

Noted

Norbert P. Sparrow

Ensign U.S.N.

Examined and found to be correct.

J. W. H. Richard

Ensign U.S.N.

Navigator.

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

Anchored in the Harbor of Halifax, N. S. and making passage from Halifax N. S. to Annamora, Mass.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Wet Bulb.	At surface.	At depth.		Forms of, by symbols.	Moving form.	Amount, in tenths.	
A. M.																				
1	At anchor			South	S. W.		2			30.01	62	58	58			o. c. m.	as		10	
2	"			E. S. E.	et. W.		2			30.02	62	58	58			"	"		10	
3	"			N. E.	"		3			30.01	62	58	58			"	"		10	
4	"			E. S. E.	et. W.		2			30.00	62	58	58			"	"		10	
5	"			S. by S.	et. E.		1			29.98	63	59	57			o. c. m.	bc		10	
6	"			S. by E.	Calcut		0			29.99	63	59	57			o. c. m.	"		10	
7	"			S. W.	et. E.		0-1			29.99	61	60	59			o. c. f.	as		10	
8	"			South	North		0-1			30.00	61	61	60			"	"		10	
9	"			S. E.	"		0-1			30.01	64	63	62			o. c. m.	"		10	
10	"			S. E.	"		1			30.00	63	62	61			o. c. d.	S		10	
11	"			S. S. E.	E. S. E.		1			30.00	63	63	62			o. c.	"		10	
Noon.	"			S. E.	et. E.		1			30.00	63	63	61			o. c. d.	"		10	

Position at 8 A. M. { Latitude by " " "

Longitude by " " "

Latitude by observation " " "

Longitude by observation " " "

Position at noon: { Latitude by D. R. " " "

Longitude by D. R. " " "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by 11° 18' 30" N

Longitude by 63° 32' 30" W

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 550 gallons.

Water Distilled during the preceding 24 hours, 650 "

Water remaining on hand fit for use at noon, 17.00 "

Coal consumed during the preceding 24 hours, 1 tons, 1760 lbs.

Coal remaining on hand at noon, 123 " 425 "

P. M.																				
1	At anchor	E. by S	South	2	29.97	64	69	66		bed	as								8	
2	"	et. S.	"	2	29.96	65	70	65		bc	"								8	
3	"	S. by W.	et. W.	2	29.95	65	69	64		"	"								7	
4	"	Various	"	2	29.94	67	70	66		"	"								7	
5	"	"	South	2	29.94	67	67	64		"	"								8	8
5.50	1	70.5	S. by W.	2	29.93	67	65	63	61	"	"								7	"
6	5	76.0	"	1	29.92	65	63	62	61	"	"								6	"
7	5	77.0	S. W. 3/4 N.	2	29.95	65	63	62	61	"	"								6	"
8	5	87.8	"	2	29.94	66	63	62	61	bc	bc								2	"
9	6	83.9	"	3	29.93	65	63	62	61	bc	bc								10	"
10	5	79.6	"	2	29.94	65	62	62	61	"	"								10	"
11	4	70.5	"	3-4	29.94	63	60	60	59	bc	bc								10	"
Mid.																				

under the command of

Commander L. C. Neilson.
Monday August 30

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended 4 AM: Overcast, muddy and damp weather. Light to gentle breeze from N. W. Barometer steady. Lindsay R. (200) and Jackson, C. (200) returned from liberty house activities.

4.5 AM: Overcast, misty and foggy. Calm to light northerly air. Barometer about steady. Distilling with boiler 2 and started pressure boiler 3 at 7.30. Making preparations for sea. Received in Pay Department 500 lbs bread, 49 1/2 lbs meat and 49 1/2 lbs vegetables. Magazines inspected, temperatures forward, 65.66; aft 65.69, small arm 66.64, no foul air. All the liberty party of men returned.

8 AM: 1/2 Midship: Overcast and gloomy. Light drizzling rain second and fourth hours. Calm to light air variable in direction. At 9.30 mustered crew at quarters. Mitchell, H. T., Paterhouse, L. A., Price, C. S., Pfeiffer, J. H. and H. E. McLean, all 49 1/2 absent. Burger, W. L. released from confinement and Drumm, C. 49 1/2 placed in solitary confinement on bread and water for 5 days by order of the commanding officer. Watch life buoy found same in good order. Put light sails, topsails and foremast. Crossed light yard. Made preparations for sea. Cook, ships draft forward 14.5; aft 16.17. Distilling with 2 boilers. Steam on 3 boiler.

Midship to 4 PM: Began with cloudy warm weather and light breeze from North. Sent an officer and master at arms ashore on duty in connection with straggles. Turned over the engine. At 3.00 hoisted steam launch. At 3.15 called all hands, weighed the anchor and at 3.25 started ahead and headed out of the harbor to the Eastward. George Island. At 3.30 stopped distilling. At 3.35 stopped to receive fore druggies in charge of local committee on a shore boat. J. H. Mitchell, C. S. Price, J. H. Pfeiffer, H. E. McLean, and L. A. Paterhouse, Apprentices & crew were brought on board 2 1/2 hours overtime and were put on double ration to assist investigation and detain. Rewards of two dollars were paid for the delivery of each. At 3.55 went ahead again and at 4.15 were sent North and the Red Island steaming with around 18 knots out of the harbor.

4.5 PM: Breeze pleasant weather. Light breeze from N. W. backing to South first hour then hauling to N. W. Steaming out of Halifax Harbor, Navigator coming ship. Received following signals from Compende in Signal Station N. O. 7. Not answered. I. O. R. (International Code). At 5.00 took departure. George Island. At leaving saw N. W. lights. At 5.15 N. W. ships head. Ship N. put over patent log reading 69.4. Steaming under boiler around 18. At 6.30 mustered at quarters - no absentees. Made inspection of shell rooms and magazines - normal temperatures and no foul air. At end on course Ship N.

6.5 PM: Fair and pleasant. Light air to light westerly breeze. Barometer rose slightly. Ship on course Ship N (490) under steam from boiler around 18 until 7.10 when after following position. Double St. St. 19.7 (mag). Later buoy 56.1 (mag) put by 77 changed course to N. W. 1/2 E (490). At 7.30 set all fore and aft sail. At 8.00 lights light bore Ship 5 (490). In St. 19.7. At 8.15.

8 PM: 1/2 Midnight: Nearly clear to overcast. Squally last hour. Damp. Light to moderate breeze from N. W. backing to N. E. At beginning of watch on course Ship N (490) under steam, boiler around 18 and all head sails, main topmast and spankers at 9.00. Double Light bore Ship 5 & 6 (490). At 10.00 appeared at about 7.25. At 10.30 took in all sail. R. L. at end of sight 10.5. At steam 10.5. At 11.00.

Examined and found to be correct.

Hubbard Lieutenant Navigator.

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

Sailing Passage from Halifax N.S. to Provincetown, Mass.

Hour	Knots	Tenths	Reading of Patent Log	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather by symbols.	CLOUDS.			State of Sea
					Direction by Standard Compass.	Force		Height in inches.	Ther. at d.	Air Dry	Air Wet	Water at Surface	Forma ed. by symbols.	Moving form.	Amount, percent	
A. M.																
1	4	5	9.3	S 1/2 W	W. by S.	3	29.93	63	60	59	59	bc.	Sea land	10	M	
2	5	0	14.3	"	W. by S.	3	29.93	61	59	58	59	"	Sea	10	"	
3	5	5	19.8	"	at W. by S.	3	29.91	60	59	57	59	bc.	Sea	7	"	
4	5	6	25.4	"	W. by S.	3	29.91	61	60	58	59	"	"	7	"	
5	5	0	30.4	"	W. by S.	3	29.92	62	60	59	59	bc.	Sea	7	"	
6	4	9	35.3	"	W. S. W.	3	29.92	61	58	58	63	"	Sea	7	"	
7	4	9	40.2	"	"	3	29.92	60	58	58	60	bc.	Sea	10	"	
8	4	5	44.7	"	"	3	29.92	61	59	58	60	bc.	Sea	10	"	
9	3	7	47.2	S 1/2 W	W. by S.	4	29.91	61	59	58	60	bc.	"	10	"	
10	5	9	53.0	S 1/2 W	"	4	29.91	61	59	58	60	"	"	10	"	
11	5	9	60.9	"	West	4	29.94	61	61	60	60	bc.	Sea	7	"	
Noon.	7	1	68.0	S 1/2 W	"	4	29.95	61	62	60	61	"	"	3	"	

Position at 8 A. M. Latitude by D.P.
Longitude by " "
Latitude by observation
Longitude by observation
Position at noon: Latitude by D. R.
Longitude by D. R.

43° 23' " S
64° 13' " W
43° 04' " S
62° 10' " W
43° 03' " S
64° 26' " W

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 1/2 miles, set S 84° E true.

Position at 8 P. M. Latitude by D.P.
Longitude by " "

Variation of compass:

Error of compass observed at 4:15 P.M.:

Deviation of compass on S 1/2 W:

Water expended during the preceding 24 hours,

Water Distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

S 1/2 S (mag)
85 miles.
98.6 miles.

42° 43' 30" S
64° 36' " W
18' " W
26° 33' " W
2° 33' " W
550 gallons.
200 "
1400 "
7 tons, 625 lbs.
115 " 2040 "

P. M.																
1	5	3	73.3	S 1/2 W	West	5	29.96	62	62	61	61	bc.	Sea	1	M	
2	5	7	79.0	S 1/2 W	"	5	29.97	62	63	61	61	"	"	1	"	
3	5	6	84.6	S 1/2 W	"	5	29.99	63	65	63	61	"	"	1	"	
4	5	7	90.3	S 1/2 W	"	4	29.99	64	65	62	61	"	"	1	"	
5	5	6	95.0	S 1/2 W	W. by S.	4	30.03	64	65	63	61	bc.	Sea	2	"	
6	5	7	101.3	at W. by S.	"	4	30.04	64	65	63	61	"	"	2	"	
7	5	5	106.8	at W. by S.	"	4	30.04	64	63	62	61	"	"	2	"	
8	5	7	125	"	"	4	30.06	64	62	62	61	"	"	2	"	
9	6	3	138.8	"	"	4	30.06	64	63	62	60	bc.	Sea	0	"	
10	6	3	151	S 1/2 W	"	4	30.07	63	60	60	59	bc.	Sea	5	"	
11	6	4	161.5	"	"	4	30.07	61	59	59	59	bc.	Sea	10	"	
Mid.	6	3	171.8	"	"	3	30.05	60	58	58	59	bc.	"	6	"	

under the command of

Commander L. B. Seidner,
Tuesday August 26

Tuesday August 26

, U. S. Navy,

.1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 10:00. Breeze overcast, cool and, cloudy, with quite breeze from West and moderate swell from NW. From behind the clouds the sun's rays to NW by N and at 2:30 all the fore and aft sails and lowered the fore sail. During fore and last hour more clear. The wind backed again. At 3:25 took on all the fore and aft sail. At 4:00 the wind was shifting to steaming with some SE breeze, steering SW by W by standard compass and running south to the magnetic swell. At 4:30 again cloudy. Steady SW, Revolution, 51.5.

Joseph N. Fildes
Frank H. H.

At 10 again cloudy. Steam 82. Revolution 31.5.
At 11 AM. Cloudy & overcast with passing showers. Gentle frost would belong to A.H. Moderate
ground swell. A number of sail in sight during watch. Made inspection of magazines and
shell rooms - found temperatures normal and air fresh. At end steaming under boiler head
On course S.W. by W (true)
J.P. Kneenick Lieut USN

on course S 77° W (460).
 110° W. course - 1000
 1800 to Mendocino. Current last evening last hour. Moderate breeze from NW to NE. Barometer rose.
 1800 changed course from S 77° W (460) to W 20° (460) patent log 467. At 8.40 at all fore and aft sail set.
 aft flying jib and studding by the wind stebord tack, also under steam from fore and 8th. Had
 under for 1st and 2nd periods. Shot clock back 19 minutes. Lt. Leptien awarded the following punishment
 1st month S. T. (Apr 20) wearing non-regulation flat cap - 10 hours extra duty; Thomas C. Che wearing non-
 regulation clothing - 10 hours extra duty; Deschner D. (Apr 20) these in possession of ships solitary confinement
 on bread and water. Max A. K. (Apr 20) chewing tobacco - some punishment as preceding; Williams
 R. (Apr 20) smoking - same as preceding; Washburn C. (Apr 20) 10 hours overboard with clew; Jackson A. (Apr 20) and
 Lewis J. (Apr 20) 10 hours overboard - all class Doolan H. (Apr 20) chewing tobacco - all class and no money; McEwen R.
 (Apr 20) Gaffey M. (Apr 20) Cue G. (Apr 20) and Mitchell S. (Apr 20) brought on board by local police, 2 1/2 hours restriction
 with class, and 10 hours extra duty and to be placed in single room while in port for rope keeping. Peterham L.
 (Apr 20) leaving ship without permission and sleeping - same of 2 1/2 hours until brought on board by local police
 to be tried by Summary Court Martial, Annapolis, on May 31.
 23 Bono
 Ensign 1881

Hardly clear warm. Damp. Breeze to moderate breeze from West. Throughout misted by the wind, steady but not much fog. Partly clear, day and night, and steady, mid-stem. Below and R. From 11:10 to 2:10 under divisions as per routine. Lighted one schooner. No fog of report, 9:00. Breeze 40; in several times 37.

1890. - Fog with clear pleasant weather. Moderate breeze from N.W. S. and a moderate swell from South. H.W. mistimed at quarters and had physical drill. At 4.45 started by reading 9.46 feet the tide down one eum on the standard track by the wind. Made the afternoon inspection of magazines and found the air cool and the temperature normal. The temperatures were: 64 and 60 forward, 60 and 61 aft, and 65 and 62 on the forenoon taken. At 4.45 and the ship is steaming south. Lane B boiler under all fire and off sail saw the flying jib, steering S.W. by N.W. by the standard compass and sailing exactly to the wind. It is cooler.

Sept. 11, 1890. - Fine 32.5
Sept. 11, 1890. - Fine 32.5
Sept. 11, 1890. - Fine 32.5

John A. Hayward

688 M. - Clear and fine. Mussels large from N. by S. Lighted a bark, standing to the E. d. Above ship, under
stream from boilers and 78 and under fire and off sail swept flying jet, heaving about at 7 1/2. Took a
sounding at 8:00 in 37 fathoms water, hard bottom.

8 PM. 6 Midnight:
Clear first hour, but heavy fog around horizon, remainder of watch. Very damp. Sprinkled fog & hail from 12.00
till end of watch. Moderate to gentle breeze from N by S. Barometer about steady. Ship lay to windward part last
under all fore and aft sail. Hoist flying jib and under staves from bows & under 10' to stern 10'. Waves 2.

Examined and found to be correct.

4-2024

J. M. McKean

Leipziger Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Making Passage from Halifax N.S. to Portsmouth Mass

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.		CLOUDS.		Amount of rain.	State of Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Wind at Surface.		Forms of clouds, by symbols.	Moving form.				
A. M.																					
1	7	3	45.1	N 44 W 1/2 N	N 44 W		3			30.05	62.37	57	57	h		None		0			
2	5	0	50.1	N 44 W 1/2 N	S 44 W		3			30.02	62.60	60	57	"		"		0			
3	5	9	52.0		"		3			30.02	62.60	60	57	"		"		0			
4	5	8	61.8	N 44 W	"		3			30.03	62.61	60	58	"		"		0			
5	5	8	67.6	N 44 W 1/2 N	N 44 W		3			30.03	61.61	61	58	h.c.m.		h.c.m.		1			
6	5	8	73.4	N 44 W	S 44 W		4			30.03	61.61	61	58	"		"		1			
7	5	4	78.8	N 44 W	S 44 W		3			30.04	61.60	59	58	h.c.m.		"		1			
8	5	8	84.6	N 44 W	"		3			30.04	58.58	57	53	"		"		1			
9	5	8	87.3	N 44 W	"		4			30.09	57.57	57	54	h.c.m.		h.c.m.		2			
10	5	4	93.7	S 44 W	S 44 W		4 1/2			30.10	60.59	59	54	"		"		2			
11	5	1	100.8	S 44 W	S 44 W		4 1/2			30.09	61.60	59	54	"		"		2			
Noon.	5	6	6.4	S 44 W 1/2 N	N 44 W		4 1/2			30.09	61.60	59	54	"		"		2			

Position at 8 A. M. { Latitude by *DR*
Longitude by *DR*
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

42° 40' " *at*
66° 04' " *at*
42° 54' " *at*
66° 23' " *at*
42° 48' " *at*
66° 33' " *at*
88° 21' (true)
miles.
134.4 miles.

Course made good since preceding noon:
Distance made good since preceding noon:
Distance by Log since preceding noon:
Current per hour: *1/2* miles, set *100° E* true.

Position at 8 P. M. { Latitude by *DR*
Longitude by *DR*

42° 48' 30" " *at*
66° 13' " *at*
17° " *at*
17° 44' " *at*
44' " *at*
550 gallons.
450 "
1300 "
7 tons, 820 lbs.
108 " 1220 "

Variation of compass:
Error of compass observed at *3:00 PM*
Deviation of compass on *S 44 W*
Water expended during the preceding 24 hours,
Water expended during the preceding 24 hours,
Water remaining on hand fit for use at noon,
Coal consumed during the preceding 24 hours,
Coal remaining on hand at noon,

P. M.																					
1	4	2	13.6	N 44 W 1/2 N	N 44 W		3			30.07	61.60	60	54	h.c.m.		h.c.m.		2			
2	0	3	11.4	N 44 W 1/2 N	N 44 W		3			30.04	62.61	60	54	"		"		2			
3	2	9	14.3	N 44 W	N 44 W		2 3/4			30.04	62.61	60	54	"		"		2			
4	2	3	16.6	N 44 W	N 44 W		2			30.05	62.61	61	55	"		"		1			
5	1	3	17.9	N 44 W	N 44 W		2			30.06	62.61	61	57	h.c.m.		"		0			
6	1	1	19.0	N 44 W	N 44 W		4 1/2			30.08	62.61	61	57	h.c.m.		"		1			
7	1	0	19.6	N 44 W	N 44 W		1			30.09	65.59	59	54	h.c.m.		h.c.m.		2			
8	0	5	—	N 44 W	N 44 W		0			30.11	65.59	59	54	h.c.m.		h.c.m.		2			
9	No steering			N 44 W	N 44 W		0			30.13	62.58	58	54	h.c.m.		h.c.m.		2			
10				N 44 W	N 44 W		0-1			30.15	63.57	57	53	"		"		2			
11				N 44 W	N 44 W		0-1			30.15	62.57	57	53	"		"		2			
Mid.				N 44 W	N 44 W		0-1			30.15	62.57	57	53	"		"		2			

under the command of

Commander L. C. Kilham
Monday August 27

, U. S. Navy,
, 1902 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Appearance and parts of ship. Clear cool and pleasant. Bright moonlight. Gentle breeze from N. E. W. and S. E. I have not watch ship close hauled on port tack under full foretopmast sail, main trysail spanker and storm bolard R and R. Lighted one strong Judson sailing vessel. P. at end of watch 0.1.5. At dawn, 1 revolution.

Navy's Journal, Europe 1899

4.6.8 3 mi. - Begins with fair, heavy damp weather, gentle breeze from N. E. W. and a smooth sea. Bright moonlight. Lighted a small schooner by the wind on starboard tack at 7.25 heading the flying jib and set the fore sail. Made an morning inspection of passengers and found the air fresh and the temperature normal. The temperature was: 66° up to 64° forward, 64° up to 61° aft and 63° and 60° in the passenger berths. At the end the ship is steaming with R and B on line by the wind on port tack under the fore and aft sail and the fore sail and steering ship at standard temperature. 1 revolution. 8.30 P.M. to Meridian.

George N. Hayward June 8 1899

Clear pleasant weather, haze around horizon. Moderate breeze from S.W. heading to N.E. Sea smooth. At 10 made all plain sail to foregalant, sails except mainmast. At 11.30 uncon. hail, freshets, wind allowed going to the old under boiler. At 12 the rigging at 12.00 mistimed and misjudged at quarters and had physical drill. Held routine drill and instructions for 1st and 2nd periods. The Comd Officer awarded the following punishments:- 1. Hollander, Wm. C. quacking and loosing tobacco and matches in fore-cabin; 2. 1st class and no money; 3. Burke, John C. obtaining no duty log, please extra duty; 4. Murphy, Wm. C. no duty last 5 times; 5. 10 hours extra duty. The following appointments of Wm. Drummond, Wm. C. and J. J. Shanley, Wm. C. were renewed for 16 months from August 24, 1902. By order of the Comd Officer, J. C. Petersham, Wm. C. was confined in single cells to await trial in Summary Courtmaster. Begun distilling from kelp. At 4.55. Fire on the boiler. At 11.00. Inspection of material by Summary Court Martial. Were awarded 30 days. Wm. C. at 11.00. Ship burning at 11.15 in 8 fathoms water fine grey sand black specks, and at 2.00 in 77 fathoms, public. At end ship under fortification, dead-end, mainmast and up of plain sail to 10 yards, light mainmast, by the wind on post top, steering about N.W. 1/2 N.E.

Measure 400 M. - Tow and placement. Rigg around the buoy. Left to guide. Weather fine. Barometer fell slightly above haul on port tank under all flume seal, except slight immaterial and with the first point of stop and land and mounting seal until 1:00 when made three attempts to lead ship, but failed and finally were hanging by the wind starboard tank under same seal, so before daylight a man to rig. 37 fathoms. Ensignell Sk. 400 M. - Steady clear fair and pleasant. Light haze about horizon. Light breeze from N by some that throughout water by the wind starboard tank. At beginning of water under all flume seal to inside of mass seal and under first point of stop and it was called all hands took in light sails and thrust on shifted to back and made port tank, once in 11 minutes. One light breeze was temperature normal. Drifting with a back to about 190. 38 fathoms. Ensignell Sk.

66. PM. - Bogies with fair pleasant weather, very misty, light air from N.E. & a smooth sea. A number of streaks of pluff were seen commencing on the surface, their dorsal fins being visible on both sides as far as they could be seen. During second hour let fire calm and after began to fresh. At 7:30 hauled up the forecast and hauled up the spinnaker. At the end the ship is under 100 ft. first hauled stayed trawls and engines on starboard. Took no storage way heading South by speedometer compass. At about 10:00 hauled down and hauled back in the water drifting with a boiling at 7:30 got a second run. Shrimps seen bottom. Deep N. Hayward from N.E.

Dark & thick low fog; clear overhead and bright sunlight. Calm to light variable eads. haze Distilling from boiler at 1st and ship under jib, fore-topsail staysail, t'waile and top-gallant sails. Flying to on starboard tied without stowage way heading about S by E at 90 knots sounding in 27 fathoms water, fine grey sand

W. H. M. Fair

Examined and found to be correct.

V. F. Hubbard

Laurens

Navigator.

LOG of the UNITED STATES

Training Ship Essex

Shed. Rate,

Making Passage from Valparaiso to Provincetown Mass.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heed.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		State of Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. attd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.			Forms of, by symbols.	Moving form.	Amount, percent.
A. M.																		
1	1	3		S.S.W.	Whist.	2			30.15	62.59	59	53	h. for.					
2	0	6			"	1			30.15	62.59	59	53	"					
3	0	5		S.S.W. 1/2 W.	"	1			30.16	62.59	59	53	h. m. u.					
4	0	5		Whist.	Whist. S.W.	0-1			30.17	61.59	59	53	"					
5	0	0		Whist.	Calan	0			30.19	62.59	59	53	"					
6	0	0		S.W.	"	0			30.21	62.59	59	56	h. m. u.	ci			1	
7	0	0		N.E. 1/2 W.	N.E.	0-1			30.22	62.59	59	58	h. m. u.	"			1	
8	0	0		S.W. 1/2 W.	Calan	0			30.24	62.62	61	58	h. m. u.	"				
9	0	6		N.W. 1/2 W.	East	1			30.26	64	64	59	"					
10	0	8		N.W.	East E.	1			30.28	65	65	60	h. m. u.	ci			1	
11	0	6		N.W.	"	1			30.28	63	66	65	60	"	"		1	
Noon.	0	9		N.W. 1/2 W.	"	1			30.27	64	68	67	60	"	"			

Position at 8 A. M. { Latitude by *SP*
 Longitude by *CS*
 Latitude by observation
 Longitude by observation
 Position at noon: { Latitude by D. R.
 Longitude by D. R.

42° 44' "A
 66° 08' "H
 42° 30' "A
 06° 22' "H
 42° 21' "H
 66° 18' "H
 23° 09' true
 24
 20.6 miles.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 1/2 miles, set *S.W. 1/2 W.* true.

Position at 8 P. M. { Latitude by
 Longitude by

Variation of compass:

Error of compass observed at *9 AM*Deviation of compass on *N.W. S.*

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

42° 20' "A
 66° 34' "H
 17° "H
 24° 33' "H
 7° 33' "H
 530 gallons.
 1650 "
 2400 "
 1 tons, 1860 lbs.
 106 " 1600 "

P. M.																		
1	1	0	2	N.W.	East	1			30.27	64	65	60	h. m. u.	ci			2	
2	1	5	19	"	N.E.	1-2			30.27	64	65	62	60	"			1	
3	2	3	21.3	"	"	2			30.27	64	62	60	60	"			1	
4	1	3	22.6	"	"	1			30.29	64	63	61	61	"			1	
5	0	8	22.6	"	East	1			30.31	64	70	67	62	h.			1	
6	0	8	22.6	"	East	1			30.32	64	67	65	62	"			1	
7	0	5	22.6	"	N.E.	1			30.33	64	63	63	62	h. m. u.			1	
8	0	7	22.9	"	"	2			30.33	67	62	61	62	"			1	
9	1	6	24.0	N.W. 1/2 W.	East E.	3			30.34	68	62	61	62	h. m. u.				
10	2	2	25.6	"	"	3			30.35	68	61	60	61	"				
11	2	0	26.7	"	East	3			30.34	66	61	60	61	"				
Mid.	2	0	27.7	"	"	3			30.34	66	61	60	61	"				

, U. S. Navy,
1902 .

Commersonia angustifolia Lam. Tree - foggy first hour. heavy horizon Light airs from W by S
Variable last hour Barometer rose. Shift by the wind starboard tack under top sails left island visible
fore & made water again, and up until 8.00 when passed around and by the wind port tack changed being
come out from the S.W. My horn sounded first once, rattling with 16 boiler. Zebra & English W.
1889.

[illegible]

Copy with baggage warm weather light air from East and an easy swell. Spotted a small steamer standing to the northward. In carelessness leaving bag on deck the Captain gave to Potter, App's slave, some white Dutch shoes having ended P. Potter, App's slave's class is released and C. A. Wankam, App's slave's class is placed in solitary confinement on bread and water consequent to previous punishment. At 7:30 went to general quarters and spread all hands at the drill for action. At 1:00 got a sounding in 87 fathoms coarse yellow sand black shells and gravel. At 1:00 the Commander sent Martial of which I saw C. A. Brown is Senior. Senior and one tried the case of L. P. Petenhoug, App's slave, perharmed the battery at 11:00. The Senior near East Martial advanced. At 1:10 all the vessels at the end got a sounding in 18 fathoms fine grey sand, black shells and fine brown gravel, and the ship is under the 1st fort to the East stay rail and all square sail, and the courses with just staying away and heaving about 17.5 N. 45. E. under 1000 sail. The ship is sailing fairly to the very long low swell. The light air is from East E. and the thick haze is from front and landward southerly. Sailed 10:00.

11.00 AM. Cleared from Light Ship and first hour to light S.E. by breeze. Sea smooth. Passed through the
 Cape at 12.00. Signaled a bark standing to Starboard. Had routine exercises for shipboard. Set position at 1.00
 and ship under full sail. Hauling in the net and all square sail & rigging swept manually with the wind about
 2 points on starboard quarter on course N.E. Drifting from hole at 1.30. J. W. Drugg, Lieut. H.M.
 4.00 P.M. - Passage pleasant. Ship bank to the Southward and Eastward. Left line from S.E. and East.
 Barometer rose. Ship on course N.E. (breeze) under all square sail swept manually and with the full
 support stayed and jib. At 4.10 had sail drill and shifted to ports - the fore in minutes and main in 10
 minutes. Mageson inspected, temperatures forward 66-68, aft 64-68, mid-cabin 65-67 no feeling of heat in
 night entire watch heads about bush. Drifting with hole at 4.30. J. W. Drugg, Ensign U.S.N.

6:50 AM. Nearly clear; breeze for breeze about 10 mph. Left camp from NE at beginning of watch under jet
port forward diagonal and all square sail to receive west monsoon at 6:55. Jailed rigging ship without
strong support of jibs. At 7:00 sail later about 10 mph. Breeze down had sails and lines of
mainmast. At 7:05 a breeze. At 7:15 went to fire grates; all ready in 10 minutes. Sailed from same in
10 minutes. At 7:15 set jibs and port forward diagonal took in. Jailed off appeared away for course SE by
W. (Gale) with a breeze.

Barrow with fair breezy weather light air from N.E. and a nearly smooth sea and a heavy dew at 8 changed course to S.W. $\frac{1}{2}$ N. by standard compass. The wind grew stronger and is now S.W. by the wind the ship is under the jib foremast staysail ^{foremast} topmast and topmast into studding S.W. by standard compass with the wind shifted port beam. The wind has increased to gale. The ship is now under the mainmast and is rolling easily, Distilling with a boiler.

George N. Hayward June 4th 1846

4-228

Navigator

LOG of the UNITED STATES

Training Ship Quaker
Making Passage from Halifax N.S. to Portsmouth N.H.

Wind Rate,

Hour	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND		Force	Heel	Leeway.	BAROMETER		TEMPERATURE				State of the Weather, by symbols.	CLOUDS		the State of the Sky
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.			Form of clouds, by symbols.	Moving form.	
A. M.																			
1	1	5	4.5	<i>SW 1/2 N</i>	<i>East</i>		2			30.35	65	61	60	61		<i>bc.</i>	<i>None</i>		0
2	1	0	29.6	"	<i>East</i>		1-2			30.35	65	61	60	61		"	"		0
3	1	0	29.7	"	<i>N.E.</i>		1-2			30.34	64	60	60	61		"	"		0
4	1	0	29.7	"	"		1-2			30.34	64	60	60	61		"	"		0
5	1	5	29.4	"	"		1-2			30.32	64	60	58	61		"	"		0
6	2	7	32.1	"	"		2			30.36	63	60	58	61		<i>bc.</i>	<i>ci.</i>		1
7	3	9	36.0	"	"		3			30.36	64	62	60	61		"	"		1
8	4	0	40.0	"	<i>East</i>		3			30.37	63	64	61	60		"	<i>bc.</i>		1
9	3	5	43.5	"	<i>N.E.</i>		4			30.37	65	66	62	60		"	<i>bc.</i>		1
10	3	8	47.3	"	"		4			30.35	65	66	64	60		"	"		1
11	3	3	50.6	"	"		3			30.34	65	67	65	60		"	"		1
Noon.	1	9	52.5	"	"		2			30.34	64	70	68	60		"	"		1

Position at 8 A. M. Latitude by *DR* *41° 41'* " *N*
 Longitude by *DR* *66° 44'* " *W*
 Latitude by observation *41° 49'* " *N*
 Longitude by observation *66° 52'* " *W*
 Position at noon: Latitude by D. R. *41° 47'* " *N*
 Longitude by D. R. *66° 57'* " *W*
 Course made good since preceding noon: *SW (mag)*
 Distance made good since preceding noon: *47* miles.
 Distance by Log since preceding noon: *45.8* miles.
 Current per hour: *1/16* miles, set *N 60° E* true.
 Position at 8 P. M. Latitude by *DR* *41° 30'* " *N*
 Longitude by *DR* *67° 05'* " *W*
 Variation of compass: *15° 30'* *W*
 Error of compass observed at *8 am.* *21° 57'* *W*
 Deviation of compass on *N 30° W* *6° 21'* *W*
 Water expended during the preceding 24 hours, *588* gallons.
 Water distilled during the preceding 24 hours, *950* "
 Water remaining on hand fit for use at noon, *2500* "
 Coal consumed during the preceding 24 hours, *1* tons, *570* lbs.
 Coal remaining on hand at noon, *105* " *1035* "

P. M.																			
1	2	5	54.7	<i>SW 1/2 N</i>	<i>N.E. by E</i>		3			30.38	65	65	63	59		<i>bc.</i>	<i>bc.</i>		1
2	2	2	56.6	"	<i>N.E.</i>		3			30.31	64	62	61	58		"	"		1
3	3	0	59.3	"	"		3			30.31	65	64	63	58		"	"		2
4	2	6	61.6	"	"		3			30.30	65	64	65	58		"	"		2
5	2	5	64.1	"	<i>N by E</i>		2-3			30.28	65	63	62	58		"	"		2
6	4	0	68.1	"	"		3			30.28	65	63	62	57		"	"		2
7	3	7	71.8	"	<i>N.E. by E</i>		3-4			30.28	64	61	60	57		"	"		4
8	3	1	74.9	"	"		3			30.28	64	60	60	57		<i>bc.</i>	<i>None</i>		4
9	3	7	78.6	<i>SW 1/2 N</i>	<i>N.E.</i>		3			30.30	65	59	59	57		<i>bc.</i>	<i>None</i>		4
10	3	4	82.0	"	"		3			30.29	64	59	59	57		"	"		4
11	3	6	85.6	"	"		3			30.28	64	59	59	57		"	"		4
Mid.	3	8	89.1	"	"		3			30.28	65	59	59	57		"	"		4

under the command of

Commander L. C. Richer,
Friday, August 29

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and gentle breeze. Clear and pleasant weather with heavy dew. Bright starlight. Moon rose at 4:15. Light E by breeze backing to S.E. and lower and falling lighter. Quite light by a sail in night under board. Saw one beam throughout water. Squared away at 4:45. At end under jib, foretopmast stay sail and square sail to top gallant sails with shrouds left on course S.W. by N. Stopped distilling at 12:15 and hoisted fire under boiler at 12:45. *W. M. W. L. S. M.*

Clear to fair and pleasant. Light to gentle breeze from S.E. by E. S.E. Barometer rose. Ship on course S.W. by N. (true) under jib, foretopmast stay sail, top gallant lead and top sail until 5:00 when set royals. Magazines inspected. Temperature forward 66-64, aft 65-63, small arm 65-63 in front air. Shot up fragments over the masthead. A number of fishing schooners in sight during the watch. Bunked five on A boiler. Packed 300 lbs of grey sand. Bottom 40 fathoms. At 8:00 started distilling. *W. M. W. L. S. M.*

Clear and pleasant. Light to gentle breeze from S.E. by E. S.E. Barometer rose. Ship on course S.W. by N. (true) under jib, foretopmast stay sail and all square sail to royals except mainmast. The commanding officer awarded the following punishment: Solitary 10 days, turning in under the powder while on top gallant stay sail, a heavy extra duty at 7:00, mustered crew at quarters and went to fire quarters. Derived from fire quarters and armed and equipped all boats for cutting out. Derived at 10:10. Towed out and overhauled both lower chain cables at 1:00. Began distilling with fly boiler. To S. end of water 12.5. Made weekly test magazine flood and drain cocks. *W. M. W. L. S. M.*

Clear to fair and pleasant. Light breeze from S.E. by E. S.E. Barometer rose. Ship on course S.W. by N. (true) under jib, foretopmast stay sail and all square sail to royals except mainmast. The commanding officer awarded the following punishment: Solitary 10 days, turning in under the powder while on top gallant stay sail, a heavy extra duty at 7:00, mustered crew at quarters and went to fire quarters. Derived from fire quarters and armed and equipped all boats for cutting out. Derived at 10:10. Towed out and overhauled both lower chain cables at 1:00. Began distilling with fly boiler. To S. end of water 12.5. Made weekly test magazine flood and drain cocks. *W. M. W. L. S. M.*

Clear and pleasant. Light breeze from S.E. by E. S.E. Barometer rose. Ship on course S.W. by N. (true) under jib, foretopmast stay sail and all square sail to royals except mainmast. The commanding officer awarded the following punishment: Solitary 10 days, turning in under the powder while on top gallant stay sail, a heavy extra duty at 7:00, mustered crew at quarters and went to fire quarters. Derived from fire quarters and armed and equipped all boats for cutting out. Derived at 10:10. Towed out and overhauled both lower chain cables at 1:00. Began distilling with fly boiler. To S. end of water 12.5. Made weekly test magazine flood and drain cocks. *W. M. W. L. S. M.*

Clear and pleasant. Light breeze from S.E. by E. S.E. Barometer rose. Ship on course S.W. by N. (true) under jib, foretopmast stay sail and all square sail to royals except mainmast. The commanding officer awarded the following punishment: Solitary 10 days, turning in under the powder while on top gallant stay sail, a heavy extra duty at 7:00, mustered crew at quarters and went to fire quarters. Derived from fire quarters and armed and equipped all boats for cutting out. Derived at 10:10. Towed out and overhauled both lower chain cables at 1:00. Began distilling with fly boiler. To S. end of water 12.5. Made weekly test magazine flood and drain cocks. *W. M. W. L. S. M.*

Examined and found to be correct.

W. M. W. L. S. M. Navigator.

LOG of the UNITED STATES

Sailing Ship Essex

Tonnage Rate,

Making Passage from Halifax N.S. to Portsmouth Mass

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Direction and Force of Surface Current.	Direction and Force of Drift.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air at 10 ft.	Air at 1 ft.	Water at Surface.			Form of clouds, by symbols.	Motion of clouds, by symbols.		
A. M.																				
1	3	9	93.3	N 7 1/2 E	N E by E		3			30.27	64	59	57	57		hazy				
2	3	5	96.5	"	N E		3			30.27	64	59	57	57		hazy	at sea		1	
3	3	9	100.4	"	N 1/2 E		3			30.26	64	59	57	57		"	"		1	
4	3	5	89	"	North		3			30.25	64	59	57	57		"	"		1	
5	3	5	74	"	N by E		3			30.26	64	60	60	58		"	Cl		1	
6	3	2	10.6	"	"		3			30.28	64	60	60	60		hazy	"		1	
7	2	9	13.5	"	N 1/2 E		3			30.27	64	62	61	60		hazy	"		1	
8	2	8	16.3	"	"		3			30.27	64	62	61	63		"	at sea		2	
9	2	6	18.9	"	"		2-3			30.26	65	63	61	63		"	"		1	
10	1	2	20.1	"	"		2-1			30.31	65	65	63	64		"	"		1	
11	1	2	21.1	"	"		2-1			30.31	65	65	63	64		"	"		1	
Noon.	1	0	21.2	"	North		1-2			30.31	65	64	64	64		"	"		1	

Position at 8 A. M. Latitude by DR 41° 30' " at
Longitude by DR 67° 28' 30" W

Latitude by observation 41° 00' " at
Longitude by observation 67° 06' 00" W

Position at noon: Latitude by D. R. 40° 59' " at
Longitude by D. R. 67° 33' " W

Course made good since preceding noon: S 7 1/2 E by 1/4 N (long)

Distance made good since preceding noon: 70 miles.

Distance by Log since preceding noon: 71.1 miles.

Current per hour: 1/2 miles, set N by E true.

Position at 8 P. M. Latitude by DR 40° 32' " at
Longitude by DR 68° 07' 30" W

Variation of compass: 140° 00' W
Error of compass observed at 7:56 am 20° 00' W
Deviation of compass on S 70° W. 6° 00' W

Water expended during the preceding 24 hours, 553 gallons.

Water during the preceding 24 hours, " 23 50 "

Water remaining on hand fit for use at noon, tons 11.00 lbs.

Coal consumed during the preceding 24 hours, 104 " 2170 "

Coal remaining on hand at noon, "

P. M.																				
1	1	5	22.7	N 7 1/2 E	N by E		3			30.29	64	65	63	64		hazy	at sea		1	
2	0	3	23.2	N 1/2 E	North		3			30.27	64	64	61	64		"	"		1	
3	0	3	23.4	N 1/2 E by 1/2 N	"		2			30.25	65	64	62	64		"	"		1	
4	0	8	23.0	N 1/2 E by 1/2 N	"		3			30.25	65	64	65	64		"	"		1	
5	1	0	23.4	N 1/2 E by 1/2 N	N by E		2		1/2	30.25	66	68	66	64		"	at sea		0	
6	1	3	23.4	N 1/2 E by 1/2 N	N 1/2 E		2		1/2	30.25	65	67	65	66		"	"		0	
7	1	0	23.4	N 1/2 E by 1/2 N	"		2		1/2	30.26	67	64	63	63		"	"		3	
8	1	0	"	N 1/2 E	"		2		1/2	30.27	64	64	60	63		hazy	"		2	
9	0	3	"	N 1/2 E	"		0-1			30.28	68	63	62	63		hazy	"		0	
10	1	0	"	N 1/2 E by 1/2 N	N 1/2 E by 1/2 N		1-2			30.28	67	62	61	63		"	"		0	
11	1	6	"	N 1/2 E by 1/2 N	"		2			30.28	66	62	61	63		hazy	"		0	
Mid.	1	2	"	N 1/2 E by 1/2 N	N 1/2 E		1-2			30.28	66	62	61	63		"	"		0	

under the command of

Commander L. C. Ketchum.
Saturday August 20

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced on until 10 AM. Begins with clear cool damp and hazy weather, gentle breeze from S by E, and an easy swell. The wind is backing. At about 2:30 the moon rose. A very heavy dew. At 4 PM the ship is under the jib and all square sail to top gallant sails, save the mainmast, and on starboard beam, steering N. N. W. by standard compass, and is rolling easily to the swell. The wind has backed to North.

4 to 8 AM: Clear and fine. Breeze to North wind hauling to N. N. E. Heavy dew first part. Cleaning ship, and bidding. Made inspection of magazines and shell room - found everything normal and air fresh. sighted a steamer standing to E. Ship under jib and all square sail to top gallant sail, kept mainmast, until 5:00 when set flying jib, foretopmast staysail, royals, spunkies, and gaff topsail. On course N. N. W. by N. with wind about two points abaft, starboard beam.

8 AM to Noon: Clear and very pleasant weather. Light air to light breeze from N. N. E. to North. Barometer steady. Ship on course N. N. W. by E. under all head sail, square sail, kept mainmast, spunkies and gaff topsail until 10:30 when took in foretopmast staysail, spunkies and gaff topsail. Field day on both sides. Spread out boat sails to dry. Cook, sounding with hand lead at 5:00 getting 50 fathoms and at 11:55 getting 151 fathoms. Set clock back 5 minutes. By order of Captain released Emma C. (A. C.) his twin of confinement having expired and placed at the house of L. (A. C.) in solitary confinement on bread and water in accordance with the finding of a summary Court-martial.

Meridian 4 PM: Clear and very pleasant weather. Light air to light breeze from N. N. E. and North. At beginning of watch on course N. N. W. by E. under all plain sail to royals kept mainmast and spunkies. At 1:10 reduced up light sails and spunkies and hove to with the main topsail to the mast. Hauled in the h. l. Reading 33.0. At 3:15 filled away on course N. N. W. by N. (true) and set light sails. At 3:20 put over h. l. reading 25.0. At 3:30 took in spunkies.

4 to 6 PM: Begins with clear pleasant weather, gentle breeze from North, and a gentle swell. Made the afternoon inspection of magazines and found them fresh and the temperatures normal. The temperatures were: 66° and 64° forward, 65° and 62° aft, and 65° and 60° in the forecabin locker. At 4:25 hauled down the flying jib. At 4:30 mustered at quarters. At 5:00 hoisted the flying jib and the foretopmast staysail and traced sharp up by the port braces the wind having shifted the ship. At the end the ship is under the foretopmast staysail and all plain sail, save the mainmast and the spunkies by the mainmast on the starboard tack and steering S. N. W. by standard compass. The wind has backed to N. N. The ship is rolling easily to an easy swell from E. S. E.

6 to 8 PM: Clear pleasant weather. Light N. N. W. breeze. At 7:00 took in royals flying jib and forecabin. At end ship by the wind on starboard tack, under jib, topsails and top gallant sails, steering about N. N. W. 8 PM to Midnight.

Clear and pleasant. Calm to light breeze from N. N. W. to N. W. Lightning to the S. E. last half of watch. Barometer steady. Ship did not have stowage very fast hour. Reading from N. N. W. to S. by E. remainder of the watch, by the wind starboard tack, under topsails, top gallant sails and jib, foretopmast staysail being hauled down at 8:00. Course set was N. N. W. by E. last ship heading from N. N. W. by E. to S. N. W. by N. (true).

Examined and found to be correct.

L. C. Ketchum
Navigator.

LOG of the UNITED STATES

Training Ship Essex

Inch. Rate,

Making Passage from Halifax N.S. to Provincetown Mass.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form of clouds, by symbols.		Moving forms.	Amount, size &c.	
A. M.																			
1	1	0		S. by E. 1/2 E.	S. by E.		2-3		2 ft 30	26	65	63	62	62	L	None		S	
2	1	0		S. by E.	"		2		2 "	30 26	65	63	62	62	L	"		"	
3	0	6		S. by E.	S. by E.		2		2 "	30 26	65	63	62	62	"	"		"	
4	0	6		S. by E.	S. by E.		2		2 "	30 25	65	63	63	62	bc.	"		"	
5	0	5		S. by E.	"		1		2 1/2 "	30 25	65	63	63	62	bc.	"		"	
6	0	8		S. by E.	S. by E.		1		2 1/2 "	30 25	65	63	62	62	bc.	"		"	
7	0	8		S. by E.	S. by E.		1		2 1/2 "	30 25	65	64	63	62	"	"		"	
8	0	5		S. by E.	S. by E.		1		2 1/2 "	30 25	66	65	64	63	"	"		"	
9	0	5		S. by E.	S. by E.		1		2 1/2 "	30 25	68	67	67	63	"	"		"	
10	0	5		S. by E.	S. by E.		1		2 1/2 "	30 27	66	66	65	64	"	"		"	
11	1	5		S. by E.	S. by E.		1		1 1/2 "	30 27	66	66	65	64	"	"		"	
Noon.	1	0		S. by E.	S. by E.		1		1 1/2 "	30 27	67	70	68	65	L	None		"	

Position at 8 A. M. { Latitude by *DR* $40^{\circ} 45'$ " N
Longitude by *DR* $68^{\circ} 20'$ " W
Latitude by observation $40^{\circ} 38' 30''$ " N
Longitude by observation $68^{\circ} 18'$ " W
Position at noon: { Latitude by D. R. $40^{\circ} 40'$ " N
Longitude by D. R. $68^{\circ} 15'$ " W
Course made good since preceding noon: *S. by E. 1/2 E. mag.*
Distance made good since preceding noon: 27 miles.
Distance by Log since preceding noon: 30.0 miles.
Current per hour: $\frac{1}{2}$ miles, set *S. by E.* true.
Position at 8 P. M. { Latitude by *DR* $40^{\circ} 53' 30''$ " N
Longitude by *DR* $68^{\circ} 07' 30''$ " W
Variation of compass: 13° " N
Error of compass observed at *7:40 am* $16^{\circ} 45'$ " N
Deviation of compass on *S. by E.* $30^{\circ} 45'$ " N
Water expended during the preceding 24 hours, 55.50 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at noon, "
Coal consumed during the preceding 24 hours, tons, 500 lbs.
Coal remaining on hand at noon, 104 " 1670 "

P. M.																			
1	0	8	In.	S. by E.	S. by E.		1		30	25	67	72	70	65	L	None			S
2	0	9	"	S. by E.	S. by E.		1		30	24	68	71	69	65	L	"			"
3	1	1	"	S. by E.	S. by E.		1		30	23	69	72	69	65	"	"			"
4	1	3	"	S. by E.	S. by E.		1		30	23	69	72	69	66	"	"			"
5	0	7	"	S. by E.	"		1		30	23	69	70	69	65	"	"			"
6	0	5	"	S. by E.	"		1		30	22	70	70	68	65	"	"			"
7	1	0	"	S. by E.	S. by E.		2		30	22	70	70	69	67	bc.	"			"
8	1	5	23.5	S. by E.	S. by E.		2		30	23	71	71	70	69	"	"			"
9	1	8	28.9	S. by E.	S. by E.		2		30	24	72	70	69	66	"	"			"
10	2	8	26.2	S. by E.	S. by E.		2		30	24	71	69	68	66	"	"			"
11	2	8	24.1	S. by E.	S. by E.		2		30	24	70	68	68	65	bc.	None			"
Mid.	2	9	24.1	S. by E.	S. by E.		2		30	24	70	68	66	64	"	"			"

under the command of

Commander L. B. Wilkes,
Sunday August 31.

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 a.m. Clear cool and pleasant. Light breeze last three hours. Moon
saw at 2.30. Sailed to light breeze from S.W. by S. to N.W. At beginning of watch by the wind,
starboard tack under jib, topsails and foretopgallant sails. At 2.45 set foremast stay-
sail, mainmast sail and spanker. At 3.00 reduced sail to jib, topsails and foretopgallant sails.
Sighted one steamer.
Hubert S. Sparrow Surgeon U.S.N.

4.0 a.m.

Began with clear pleasant weather, light air from N.W. and an easy swell from East. A
heavy dew. Sent the boys over the mastsheads. The steamer of last watch put her helm over and
passed close astern. Sighted two steamers standing East and one heading West. Made the
morning inspection of magazines and found the air fresh and the temperatures normal. The
temperatures were: 66° mid 64° forward, 64° and 61° aft, and 68° and 63° in foremast locker. At the
end the ship is under the jib, topsails and foretopgallant sails by the wind starboard tack,
without stowage way, heading S.W. by standard compass. The air is variable both in direction
and force.
Lieut. N. Hayward Lieut. U.S.N.

4.00 a.m. to Midnight.

Clear and pleasant. Light air from S.W. and N.W. Sea smooth. At 4.30 mustered and inspected
at quarters after which the Captain inspected crew and ship. Sighted a steamer to S.W. ahead
under jib, topsails and foretopgallant sails, without stowage way by the wind on starboard tack
heading S.W.
J. H. Hargrave Lieut. U.S.N.

Midnight to 4.00 a.m.

Clear to fair and very pleasant weather. Light air from S.W. S.W. by S. W. Barometer fell slightly.
Ship by the wind starboard tack under topsails, foretopgallant sails and jib steering course from
S.W. by S. (true) to S.E. by E (true). Course set being N.W. 1/2 W. (true). Two steamers sighted during the
watch.
J. H. Hargrave Surgeon U.S.N.

4.00 p.m.

Clear and pleasant. Light air from S.W. At beginning of watch by the wind, starboard
tack under jib, topsails and foretopgallant sails. Inspected magazines and found them normal, no foul
air. At 4.45 set spanker. Sighted one steamer.
Hubert S. Sparrow Surgeon U.S.N.

6.00 p.m.

Began with clear very pleasant weather, light air from S.W. by N. and a gentle swell from East.
A large two-masted two-funnelled passenger steamer passed, steering to the Westward and a cargo
steamer passed to Eastward. At 6.45 put the helm up and began to wear ship. At the end wear
ing ship under the jib, topsails and foretopgallant sails heading S.W. by standard compass. The tem-
peratures of surface water rose 11° during first hour.
Lieut. N. Hayward Lieut. U.S.N.

8.00 p.m. to Midnight.

Clear and pleasant, misty around horizon. Moderately heavy dew. Light S.W. breeze finished.
wearing ship at 8.00, bringing by the wind on port tack heading N.W. Sighted by S. of two
steamers. Both in spanker. At 10.30, at end ship under jib, topsails and foretopgallant sails on port
tack with the wind on point free, steering course S.W. by S. (true).
J. H. Hargrave Surgeon U.S.N.

Approved L. B. Wilkes
Commander U.S.N. Commanding

Examined and found to be correct.

J. H. Hargrave Navigator

LOG of the UNITED STATES

Training Ship Ensign

Third Rate,

Making Passage from Halifax N.S. to Provincetown Mass.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.		State of the Sky.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of clouds, by symbols.	Morning.	
A. M.																
1	3	1	52.2	S. N.	S. N. by N.	3 3"	1/2 pt 30	29 71	67	67	65	h	None		0	S
2	3	3	55.5	"	"	3 4 3"	1/2 30	23 71	68	67	65	h.g.	a.c.		0	"
3	2	4	57.9	"	"	3 4 3"	1/2 30	22 70	67	67	64	h.c.g.	a.c.		2	"
4	2	8	49.7	"	"	3 4 3"	1/2 30	21 69	67	67	64	"	"		2	"
5	3	1	43.8	"	"	3 2"	1/2 30	21 68	65	64	57	h.c.m.	a.c.		1	"
6	2	9	46.0	"	"	3 2"	1/2 30	20 67	63	63	57	"	"		1	"
7	6	2	49.2	East	"	4 2"	30	17 67	66	65	57	h.c.m.	a.c.		9	"
8	0	3	49.5	S 3/4 E	"	4 2"	1/2 30	16 67	67	66	57	"	a.c.		6	"
9	1	0	49.8	South	S. N.	4 2"	1/2 30	16 67	66	65	57	"	"		1	"
10	1	8	51.6	S. S. E.	S. N. by S.	4 2"	1/2 30	16 65	64	63	57	"	a.c.		1	"
11	3	8	55.4	"	"	4 2"	1/2 30	16 67	68	67	64	"	"		1	"
Noon.	3	7	59.1	S. by E. 1/2 E	"	4 3"	1/2 30	16 67	70	68	65	"	"		3	"

Position at 8 A. M.

Latitude by D.R.
Longitude by D.R.

40° 43' 30" N

68° 33' " W

Latitude by observation

40° 37' " N

Longitude by observation

68° 18' " W

Position at noon:

Latitude by D. R.

40° 43' " N

Longitude by D. R.

68° 28' 30" W

Course made good since preceding noon:

S. 2° N. true

Distance made good since preceding noon:

8 miles.

Distance by Log since preceding noon:

14.6 miles.

Current per hour: 1/2 miles, set S 63° E true.

Position at 8 P. M.

Latitude by
Longitude by

41° 05' " N

68° 41' " W

Variation of compass:

13° " W

Error of compass observed at 7:55 A.M.

13° " W

Deviation of compass on S. S. E.

0° " W

Water expended during the preceding 24 hours,

55.0 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

14.50 "

Coal consumed during the preceding 24 hours,

tons, 500 lbs.

Coal remaining on hand at noon,

104 " 1170 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Leeway.	Barometer.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of clouds, by symbols.	Morning.	State of the Sky.
1	3	3	63.0	S. by E 3/4 E	S. N.	11 5"	1/2 pt 30	16 69	69	68	65	h.c.m.	a.c.		3	S
2	3	3	66.3	S. N. 1/2 N.	S. N. by N.	11 5"	2 30	22 69	70	69	65	"	"		3	"
3	4	6	70.9	S. N. 1/2 N.	"	4 5 7"	2 30	23 69	70	69	62	h.c.g.	"		-	"
4	4	2	75.1	S. N.	"	4 5 7"	2 30	21 68	68	66	59	"	"		-	"
5	5	0	80.1	S. N. N. E.	"	4 5 4"	1 30	20 69	68	66	63	"	a.c.		5	"
6	5	0	85.1	S. N. 1/2 N.	"	4 5 4"	1 30	20 68	68	66	62	"	"		5	"
7	3	2	88.3	S. N. by N.	S. N. by N.	11 5"	2 30	17 67	65	65	59	h.c.m.	a.c.		1	"
8	3	4	91.7	S. N. by N. 1/2 N.	S. N.	11 5"	2 30	17 67	65	65	58	"	"		1	"
9	4	8	46.5	S. N. 1/2 N.	S. N. by N.	4 5 3"	1/2 30	14 66	63	63	56	h.g.	"		-	"
10	4	0	47.7	S. N.	"	4 1 0"	1/2 30	11 65	62	62	54	h.g.m.	"		-	"
11	4	8	6.5	"	"	4 1 1"	1/2 30	10 65	64	64	54	h.g.m.	"		-	"
Mid.	4	2	10.7	"	S. N.	4 2"	1/2 30	10 65	64	64	54	h.g.m.	"		-	"

under the command of *Commander L. C. Wilkes*
Monday September 1

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Conspicuous and useful same. Clear but cloudy to the South and East the second half Heavy dew. Breeze to moderate breeze from S.W. by N. Barometer fell slightly. Ship on course N.W. (true) under jib, topsails, and topgallant sails until 1:30 when took in topgallant sails to regulate the speed. At 8:00 PM.

Nearly clear to cloudy and pleasant. Breeze from S.W. by N. At beginning of watch on course N.W. (true) under jib and topsails. At 6:45 wore ship bringing by the wind on starboard tack. Good opportunities overhauled; inspected muzzles, foremast, foremast normal and no foulness. Lighted two steamers, one the American Harpoon Co's Steamer "Hiland" passed about 100 yds astern, standing to the Westward. Drift of ship, 4.45.

8 AM to Meridian. *Horatio S. Sparrow* *Emigell U.S.N.*
Breeze with pleasant day weather, moderate breeze from S.W. by N. and an easy swell from N.W. by N. At 8:00 AM a red ink bath, fine yellow sand with brown and black specks and fine brown gravel. At 1:15 of the topgallant sails. The Captain gave three punishment shots. L. R. Hollenwith, 4 p.m. 9, for being present at about from duty, 10 hours extra duty, to C. Brigg, for twice coming to quarters in filthy clothing, 20 hours extra duty, to A. M. Munk, for chewing tobacco and to G. B. Hunter, for smoking. Drago military punishment on bread and water, and to J. P. Johnson for smoking with care and no money, all but Hollenwith being apprentices & water. At 9:00 inspected at quarters. Holiday routine for Labor Day. At 10:00 the ship commences the jib, topsails and topgallant sails, by the wind, starboard tack, steering S.W. by E. by standard compass, and rolling easily to the ship being well lighted two large schooners. The ship company are holding athletic sports.

George N. Hayward *Lieut. U.S.N.*
Pleasant weather, misty around horizon. Moderate S.W. breeze, backing to S.W. by N. and increasing to stiff breeze in squalls. At 1:00 wore ship through 18 points, bringing by the wind on port tack. Leading about N.W. Lighted two steamers, standing to Westward one to E. E. One engaged in athletic sports and exercises. At end ship on port tack under jib, topsails and topgallant sails by the wind, steering about N.W.

At 6:00 PM. Fair, hazy and foggy around horizon. Moderate to stiff breeze from S.W. by N. Barometer steady. Ship by the wind, port tack, under jib, topsails and topgallant sails until 6:00 when took in wind, further topgallant sails and set foretopmast staysail, maintop sail, and spunkies. A large German Merchant Steamer passed close astern, headed to the Westward. Muzzles inspected, temperatures forward 66-64 aft 64-62, small arm 64-62, no foul air.

At 8:00 PM. Fair, hazy and foggy around horizon. Very damp. Moderate breeze from S.W. by N. At beginning of watch and throughout same, by the wind, port tack under all plain sail to 10 miles, except courses and with foretopmast staysail and maintop sail. At 8:00 took in foretopmast staysail and maintop sail. At 10:15 lowered the topsails on the cap and hauled out the reef battles. At 10:45 the fog lifted. At 11:00 patent log reading 106.5 got a cut in 50 fathoms fine yellow sand, with black specks and gravel. The wind did not see the morning. The temperatures of the surface water rose ten degrees during this hour. At 12:00 got a good run of 58 fathoms, same yellow sand, black specks. At 1:00 the ship is under the jib and topgallant sails steering S.W. by N. by standard compass with a moderate breeze from S.W. by N. on the port tack.

George N. Hayward *Lieut. U.S.N.*
Breeze with cool damp and misty weather, moderate breeze from S.W. by N. and an easy swell from S.W. At 8:00 AM fog soon settled down. At 8:00 changed course to N.W. by N. by standard compass and hauled in. At 9:15 patent log reading 97.7 changed course to S.W. by N. by standard compass and took in the foretopmast staysail, the spunkies and the jib. At 10:15 lowered the topsails on the cap and hauled out the reef battles. At 10:45 the fog lifted. At 11:00 patent log reading 106.5 got a cut in 50 fathoms fine yellow sand, with black specks and gravel. The wind did not see the morning. The temperatures of the surface water rose ten degrees during this hour. At 12:00 got a good run of 58 fathoms, same yellow sand, black specks. At 1:00 the ship is under the jib and topgallant sails steering S.W. by N. by standard compass with a moderate breeze from S.W. by N. on the port tack.

Examined and found to be correct.

J. M. Hobbs *Lieut. U.S.N.* *Navigator.*

LOG of the UNITED STATES

LOG of the UNITED STATES *Tramming Ship Essex*
Making Passage from Halifax N.S. to

<i>Fund</i>	<i>Rate.</i>

Shaking Passage from Halifax N.S. to Provincetown Mass.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.		State of Sea.
					Direction by Standard Compass.	Force.				Height in inches.	Ther- m. at d.	Air, by Bulb in shade.	At depth of feet.	Water at Surface.		Form of, by symbols.	Moving Forms.	
A. M.																		
1	4	2	14.9	S by N	S by N	4				30.09	67	65	65	64	b. am.	a. c.	1	2
2	3	8	18.7	"	S N	4				30.09	67	66	66	64	"	"	1	"
3	4	1	22.8	"	"	4				30.08	67	65	65	63	"	b. m.	1	"
4	3	0	25.8	"	S N by N	4				30.06	67	65	65	63	"	"	2	"
5	5	0	28.8	"	"	4				30.07	67	65	65	63	"	a. c.	5	"
6	3	6	34.4	"	"	4				30.06	67	65	65	63	"	"	4	"
7	2	7	37.1	"	"	3				30.07	67	66	66	63	a. c. am.	S	10	"
8	2	3	38.4	"	N S N	3				30.07	67	66	66	63	a. c.	N	10	"
9	1	2	41.3	S by N 1/2 N	S N by N	3			2 1/2	30.07	67	66	66	63	a. c. am.	N	10	"
10	2	4	43.7	"	"	5			2 "	30.07	71	67	67	65	a. c. am.	"	10	"
11	2	9	46.6	"	"	5			2 "	30.06	71	67	67	65	a. c. am.	"	10	"
Noon.	2	1	48.7	"	"	5			2 "	30.05	71	67	67	65	"	"	10	"

Position at 8 A. M.	Latitude by <i>DR</i>
	Longitude by <i>Obs.</i>
Position at noon:	Latitude by observation
	Longitude by observation
	Latitude by D. R.
	Longitude by D. R.

Position at noon: Longitude by Celestial
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by *L.H.*
Longitude by *R.*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 4.50 gallons.

Water	<i>Out 4</i>	during the preceding 24 hours,	<i>4.00</i>	44
-------	--------------	--------------------------------	-------------	----

Water remaining on hand fit for use at noon,	13 50	"
--	-------	---

Coal consumed during the preceding 24 hours,	/ tons, 50	lbs
--	------------	-----

Coal remaining on hand at noon, 103 " 112 " "

P.	M.
1	2
2	1
3	1
4	2
5	2
6	2
7	1
8	1
9	0
10	0
11	2
Md.	1

under the command of

Commodore, L. C. Keilner.
Tuesday September 2

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 6:00 AM: Clear and pleasant weather. Heavy dew. Moderate breeze from N.W. 1/2 N. Started firing under jib at 2:00. At end ship under jib and scandalized topsails with wind about three points abaft port beam, steering course S.W. 1/2 W.

6:00 to 8:00 AM: Clear to overcast. Very damp and heavy weather. Squalls last hour. Moderate to gentle breeze from S.W. 1/2 W. Barometer steady. Ship on course S.W. 1/2 W. (true) under the jib and scandalized topsails. Sent apprentices over the mainmast. Magazines inspected; temperatures forward 67-65, aft 67-63, small arm 66-64, no foul air. Fuel in boiler. Commenced distilling at 7:15.

8:00 AM to Meridian: Overcast and misty. Raining first two hours. Steady breeze from S.W. 1/2 W. At beginning of watch on course S.W. 1/2 W. (true) under jib and scandalized topsails. At 8:20 changed course to S.W. 1/2 W. (true) per L. 401. Baskin 4:00 released from confinement and Cooked 8:00 (100) placed in solitary confinement on deck and water for 2 days by order of the Commanding Officer. At 9:00 mustered crew at quarters after which dispersed at divisional duty. At 10:00 distilling with charcoal. At end of watch at 8:7, 212:00 sounded in 38 fathoms, muddy bottom. *Harold B. Spence* Ensign U.S.N.

Meridian to 4:00 PM: Began with cool cloudy and very misty weather; stiff breeze from S.W. 1/2 W. and a nearly smooth sea. Fog soon settled down. Had third period routine drills. The fog became very thick. The barometer is falling slowly. At the end the ship is on the port tack with the wind abeam under the jib and the scandalized topsails. Breeze well. Returning at 11:15 to standard compass. Distilling with steam from a boiler. *Boyd V. Haydon* First U.S.N.

4:00 to 6:00 PM: Cloudy and dense fog. Steady S.W. 1/2 W. breeze. Moderate sea. At 4:00 mustered at quarters. Got a fumble and a close reef in the topsails. Made an inspection of shell rooms and magazines finding temperatures normal and air fresh. At end ship on course S.W. 1/2 W. under jib and close reefed topsails with the wind on port beam. *Harold B. Spence* Ensign U.S.N.

6:00 to 8:00 PM: Cloudy, foggy first hour but clearing second hour. Moderate breeze from S.W. 1/2 W. Barometer rose. Ship on course S.W. 1/2 W. (true) under jib and close reefed topsails. Fuel in boiler for distilling purposes. *Boyd V. Haydon* Ensign U.S.N.

8:00 PM to Midnight: Clouds to nearly clear and pleasant. Lightning to southward throughout watch. Moderate breeze from N.W. 1/2 W. At beginning of watch on course S.W. 1/2 W. (true) under jib and close reefed topsails. At 8:10 ship began to fall off. Set foretopmast stay sail and hauled down jib. Hauled out foot of spanker. At 8:55 wore ship and put her on course S.W. 1/2 W. (true) under same sail as before. Hauled in pole at 9:00 reading 64 1/2. Put it over again at 9:20. At 10:00 hauled up foot of spanker. Distilling with a boiler. At end of watch 66 1/2.

Harold B. Spence Ensign U.S.N.

J. M. Wilson Lieut. U.S.N.

LOG of the UNITED STATES

Training Ship *Essex*

Third Rate,

Making Passage from Halifax N.S. to Cronquistown Mass.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount of Rain.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Under Deck.		Forma d. by symbols.	Amount of Rain.		
A. M.																			
1	1	8	67.4	Sby E	N.W. by W.	3			30.10	68	63	63	63		h.c.	h.c.	3	4	
2	1	6	65.8	"	"	3			30.11	68	65	63	63		"	"	3	4	
3	1	3	67.3	"	"	3			30.11	68	64	63	63		"	"	3	4	
4	0	9	69.3	"	N.W. by N.	2			30.12	68	64	63	63		"	"	3	4	
5	0	8	69.3	"	"	2			30.13	64	64	63	63		h.c.	h.c.	2	4	
6	0	6	69.3	"	"	1			30.13	64	64	64	63		"	"	2	4	
7	0	5	—	"	N.W. by N.	1			30.18	64	70	69	63		"	"	1	4	
8	0	2	—	Sby W.	N.W. by E.	1			30.18	69	71	68	63		"	"	1	4	
9	0	0	—	West	N.W. by E.	1			30.20	70	70	68	64		"	"	1	4	
10	-	-	-	Variable	South	0			30.21	70	70	67	64		"	"	1	4	
11	-	-	-	"	S.E.	1			30.21	70	71	68	64		h.c.	h.c.	1	4	
Noon.	-	-	-	"	"	1			30.20	64	71	68	64		"	"	1	4	

Position at 8 A. M. { Latitude by *DR*
Longitude by *Op*

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: $\frac{1}{2}$ miles, set *S 1/2 E* true.

Position at 8 P. M. { Latitude by *DR*
Longitude by *Op*

Variation of compass:

Error of compass observed at *7:08 A.M.*Deviation of compass on *S 1/2 E*

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																			
1	4	8	69.3	Sby E	S.E.	2			30.21	70	69	65	64		h.c.	h.c.	1	4	
2	4	3	80.4	"	"	2			30.21	70	69	65	64		"	"	1	4	
3	5	8	86.2	"	"	2			30.20	70	68	64	64		"	"	1	4	
4	6	3	92.5	"	"	3			30.19	69	68	64	65		"	"	1	4	
5	4	4	96.8	"	S.E.	3			30.19	69	67	63	66		h.c.	h.c.	3	4	
6	4	1	1.0	"	"	3			30.18	69	67	63	65		"	"	3	4	
7	4	2	52	"	"	3			30.18	69	66	63	64		"	"	3	4	
8	3	8	90	"	"	3			30.18	69	65	62	64		"	"	4	4	
9	2	6	12.5	N.W. by W.	South	3 1/4			30.18	70	65	62	64		h.c.	h.c.	4	4	
10	4	6	17.1	"	"	3 1/4			30.18	70	65	62	64		"	"	6	4	
11	4	8	21.9	"	"	4			30.17	70	65	62	64		"	"	6	4	
Mid.	4	2	26.1	"	"	4			30.16	70	65	62	65		"	"	7	4	

under the command of

Commander L. C. Schuler
Wednesday September 3rd

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 PM. Begins with clear pleasant weather, gentle breeze from N.W. by N. and a smooth sea. Continued lightning from a cloud bank to the South side of mesa of Fortaker. A schooner passed to the N.E. White and the ship responded the foretopmast stay sail and double reefed topsails with very little way steering Star E by standard compass. The wind is falling. Distilling with steam from a boiler.

4.30 P.M.

Clear and fine by bank to Mount. N.W. throughout watch. Light breeze from N.W. by N. requiring to keep N.W. by N. side up early part of watch. Barometer rising. Clouds formed in sails. Distilling from boiler. A target inspected, muzzles and shell cones and found temperatures normal and as fresh. At end ship under foretopmast stay sail and close reefed topsails standing on course Star E with light and on port quarter. A schooner sighted on port quarter after day light.

W. W. Murphy Lieut. U.S.N.

4.30 P.M. to Midnight.

Clear and pleasant weather. Breeze hazy horizon to the Westward. Calm to light air variable in direction. Barometer steady. At 4.45 rounded to general quarters, lowered the red and white center towing steam astern and then lowered the target. Commenced target practice, firing at ranges from 700 to 1300 yards, approximately firing three 6 common and Sharpshooter from each gun, total 50 common and 6 Sharpshooter and 6 6 lbs common steel projectiles. At about 11.00 completed practice, pulled up the target and hoisted the two centers. At the beginning of the watch ship under close reefed topsails and the foretopmast stay sail. At 5.10 slack out the reef, furled the topsails and the foremast and hauled down the stay sail. During the practice under steam from boilers A and B and steaming at about 5 knots. The Captain awarded the following punishments: Williams C. (Ship) for making to ship an unnecessary salute, confinement on bread and water. Reynolds W. R. (Ship) and White H. F. (Ship) on duty but 5 minutes, 10 hours extra duty.

Midnight to 4.30 P.M. - Nearly clear warm and pleasant. Light to gentle breeze from S.E. throughout watch on course N.W. by E. (true) under steam alone. Boilers Band (Boiler) 5.05 when not blowing off. At 5.10 foretopmast stay sail, maintop sail, spanker and gaff top sail. Distilling and two schooners sighted. At end of watch, 5.30.

W. W. Murphy Lieut. U.S.N.

4.30 P.M. - Begins with clear pleasant weather gentle breeze from S.E. and a smooth sea. At 5.00 stopped firing. At 5.05 called all hands and made all plain sail to regulate speed. At 5.10 stopped the engines and at 5.20 uncoupled the screw. Parted the rope in weather back of foremast. At 5.30 furled and uncoupled the foremast and hoisted the new foremast setting it at 5.45. Sighted a steamer standing about North the smoke of another standing North and East, and the smoke of another ahead. At the end all three in sight with a schooner, astern and a boat on port beam. At 5.45 and the ship is sailing three point five under the foretopmast stay sail, the topsail, the mizzen gaff top sail, and all plain sail, save the mainmast, steering N.W. by E. through frequent light tide rise, at 5.45 began to blow into the funnel with steam from a boiler. Sighted a small herd of black fish. Made afternoon inspection of magazines and found all as fresh.

4.30 P.M. - Clear and fine. Gentle S.E. breeze. Smooth sea. At 7.00 took in flying jib, jib sail and gaff topsails. Distilling from boiler A. At mid under foretopmast stay sail, main top sail and all plain sail to topmast sails on course N.E. by E. wind on port abeam starboard beam. Fire out in boiler. At 7.00.

5.30 P.M. to Midnight.

W. W. Murphy Lieut. U.S.N.

Cloudy, hazy around horizon. Breeze to moderate breeze from South. Barometer fine. Ship on course N.E. by E. (true) under all plain sail to topmast sails, except the mainmast and with foretopmast stay sail and main top sail until 8.15. At 8.15 let go reeling off changed course to N.W. by N. (true) and took in main top sail. At 8.15 hauled up foremast and at 11.00 took in topmast sail to regulate speed. A steamer ahead, about North on right entire watch. Distilling with boiler A.

Examined and found to be correct.

W. W. Murphy Lieut. U.S.N.

J. H. Schuler Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Sailing Ship *Ennis*

Sail Rate,

Making Passage from Halifax N.S. to Provincetown Mass.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount of rain.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.			Form of clouds, by symbols.	Amount of rain, in tenths.		
A. M.																				
1	11	6	30.7	N. by N. 3/4 N.	Ship N.		11	6°		30.13	69	67	65	65	h.c.h.	a.c.		9	M	
2	11	5	35.2	"	"		11	6°		30.11	69	67	65	65	o.c.h.a.	"		10	"	
3	11	9	40.1	"	"		11	6°		30.09	69	67	65	65	"	"		10	"	
4	11	8	44.9	"	"		11	6°		30.08	69	67	65	65	"	"		10	"	
5	11	6	44.5	"	"		11	6°		30.09	69	67	65	65	a.c.m.	h.c.		10	"	
6	7	8	53.2	ESE 1/4 E	South		11	6°	1/2	30.02	69	67	65	65	"	"		10	"	
7	11	4	57.6	ESE 1/2 E	"		11	6°	26	29.97	69	67	65	65	a.c.m.g.	"		10	"	
8	1	2	58.8	E 1/2 S	Ship E		11	6°	4	29.96	69	66	66	65	"	"		10	"	
9	1	4	60.2	E 1/2 S	"		11	6°	4	29.91	67	66	66	65	a.c.m.	"		10	"	
10	1	5	62.3	E 1/2 S	Ship N		11	6°	4	29.97	68	67	67	65	a.c.m.g.	"		10	"	
11	2	7	65.8	"	"		11	6°	4	29.96	68	67	67	65	a.c.m.	"		10	"	
Noon.	1	6	74.4	N 1/2 E	"		11	6°	4	29.91	68	67	67	65	a.c.m.	"		10	"	

Position at 8 A. M.

{ Latitude by *D.R.*
{ Longitude by *D.R.*

42° 20' "H

69° 26' "H

{ Latitude by observation

- 0 - "H

{ Longitude by observation

- 0 - "H

Position at noon:

{ Latitude by D. R.

42° 24' 30" "H

{ Longitude by D. R.

69° 32' "H

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: *None* miles, set *None* true.

Position at 8 P. M.

{ Latitude by
{ Longitude by

42° 21' "H

69° 28' 30" "H

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

580 gallons.

Water *Distilled* during the preceding 24 hours,

900 "

Water remaining on hand fit for use at noon,

2900 "

Coal consumed during the preceding 24 hours,

3 tons, 575 lbs.

Coal remaining on hand at noon,

97 " 1170 "

P. M.																				
1	1	4	68.8	N. by N. 1/2 N.	S. by N.		11	6°		30.29	89	69	67	65	h.c.m.	a.c.		9	M	
2	1	6	69.0	N. 1/2 N.	S. by N.		11	6°		30.29	85	68	67	65	"	"		9	"	
3	1	1	70.1	N. 1/2 N. 1/2 E.	S. by N.		11	6°		30.29	85	68	67	65	"	"		9	"	
4	1	5	70.9	N. 1/2 N. 1/2 E.	S. by N.		11	6°		30.28	85	68	67	65	a.c.m.	"		10	"	
5	1	7	71.6	S. E.	S. by N.		11	6°		30.20	85	68	67	65	a.c.m.	"		10	"	
6	2	9	72.0	S. E.	"		11	6°		30.20	85	68	67	65	"	"		10	"	
7	1	4	80.0	"	N. by S.		11	6°		30.15	85	68	67	65	a.c.m.	"		10	"	
8	2	0	81.5	"	N. by S.		11	6°		30.16	85	68	67	65	a.c.m.g.	"		10	"	
9	1	8	82.0	"	N. 1/2 N.		11	6°		30.18	85	68	67	65	a.c.m.	"		10	"	
10	2	2	83.9	"	"		11	6°		30.18	85	68	67	65	a.c.m.	"		10	"	
11	3	4	87.3	"	"		11	6°		30.18	85	68	67	65	a.c.m.	"		10	"	
Mid.	2	8	90.1	"	"		11	6°		30.18	85	68	67	65	"	"		10	"	

under the command of *Commander L. C. Wickes.*
Thursday September 4

, U. S. Navy,
, 190².

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended 4 PM. Cloudy & overcast, and damp. Lightning to Eastward throughout watch. Moderate to stiff breeze from S by N. Throughout watch in engine room 1 1/2 H. (H. H. H.) under full pressure steam and throttle and sparker. At 1:00 knocked off distilling and banked fire in boiler A. Lighted one steamer. P. at end of watch 449
Robert G. Sparrow *Engineer U.S.N.*

Began with cloudy misty weather threatening rain and with stiff breeze from S by N and very little sea. Soon began to rain and the barometer to fall. The wind increased. Filled the foremast sails. At 5:20 wore ship and brought by the wind on the starboard tack steering S 45 E. 45 E by standard compass. The wind and rain increased and the wind backed to S by E. At 7:00 called all hands close reefed the topsails, hauled down and furled the jib, and furled the foremast. At 8:00 lighted fire in Boiler C. The wind is coming in fresh, squally and the sea is rising. At the end the ship is by the wind on starboard tack under the foremast staysail, close reefed topsails and the sparker steering S 1/2 S by standard compass with a heavy rain falling. Did not send the boys over masthead today. At the weather. Made the morning inspection of magazines and found them fine and the temperature normal. The temperature was 49° 66° forward, 68° and 60° aft, and 68° in the passageway below.

George V. Hays *Deck U.S.N.*
Remained at anchor. Overcast and cloudy, sea occasionally variable during the last half of watch. Very fresh wind, in squalls from S by E. S by N falling lighter toward end. Moderate sea. Barometer steady. Lighted two schooners. Mustered at quarters at 9:00. Five ship at 9:40 through 15 points lying by the wind on the port tack and heading about N by E. Steam formed in boiler. At 8:00 and on Oct. 1:00 light banked fire in Boiler C. At 1:00 began distilling into ships tanks from boiler A. Stand on the port tack, under foremast staysail, close reefed topsails and sparker, heading about N 30 E (true). Prepared storm sails for setting.

W. H. Hays *Deck U.S.N.*
Remained at anchor. Overcast, heavy weather. Raining last hour. Moderate breeze from S by N, backing to S by N. Barometer falling. Ship by the wind port tack, under foremast staysail, close reefed topsails and sparker until 1:00 when shook out the close reef and at 2:00 shook out the 1st and 2nd reefs. Had routine drill for the end period. At 1:00 stopped distilling and banked fire in "C" boiler. Fire banked in "C" and "D" boilers. Two schooners to the Star right quarter part of watch.

George V. Hays *Deck U.S.N.*
Overcast, cool and foggy. Sea moderate, choppy. Stiff breeze from S by N. At beginning of watch by the wind port tack under foremast staysail topsails and sparker. At 1:00 wore ship, bringing by the wind on starboard tack. Set foresails. At 2:00 set main topsail. At 3:00 put ship on course S 45 E (true). At 5:00 set jib. Fire banked in boiler A. Boiler C. P. at end of watch 449
Robert G. Sparrow *Engineer U.S.N.*

Began with cloudy weather threatening rain, moderate breeze from N. by N. and a short cross sea. Light rain at end of first hour. The wind is veering and falling. At 7:45 furled the jib and hauled up the topsail and foremast. During the last 20 minutes the wind came from N by N and then backed again to about N by N. At 7:00 hauled up the sparker. At the end the ship is sailing by under the foremast staysail and the topsails steering S 45 E by standard compass. Fire in boiler C. P. at end of watch 449
George V. Hays *Deck U.S.N.*

Overcast and cloudy with light drizzling rain first hour. Gentle N. by N. wind increasing toward end of watch. Under foremast staysail and whole topsails until 1:00 when wanted to reduce speed. Banked fire in boiler A. Boiler C. Barometer steady. Ship on course S 45 E with wind on starboard quarter.

Examined and found to be correct.

J. H. Hays *Deck U.S.N.* *Navigator.*

LOG of the UNITED STATES

Training Ship Essex
Making Passage from Halifax N.S. to Portsmouth, Mass.

Date, *March*

Hour	Knots	Reading of Patent Log	COURSES STEERED by Standard Compass	WIND		Force	Heed	Leeway	BAROMETER		TEMPERATURE				State of the Weather, by symbols	CLOUDS			Sea
				Direction by Standard Compass					Height in inches	Ther. at d.	Air Dry Bulb	Air Wet Bulb	Water at Surface			Form of clouds, by symbols	Moving from	Amount, estimated	
A. M.																			
1	2	8	72.9	SSE	N. by E.	4			29.89	68	65	63	63	Reg.	Sea			9	M
2	2	8	75.7	"	"	4.5			29.91	68	65	62	63	Reg.	Sea			7	"
3	2	6	78.3	"	"	4.5			29.91	68	64	61	64	"	"			6	"
4	1	8	70.2	SSE	N. by E.	4.5			29.91	68	64	61	64	"	"			3	"
5	3	8	65.8	SSE	N. by E.	5			29.98	67	64	61	64	Reg.	Sea			8	"
6	4	2	10.0	South	"	5			29.98	67	63	60	64	"	Sea			1	"
7	4	2	14.2	"	"	5			30.01	66	64	60	64	"	Sea			1	"
8	4	8	19.0	"	"	5.5			30.03	66	64	60	63	"	Sea			1	"
9	3	9	22.9	N. by E.	N. by E.	5		3	30.01	66	65	60	63	"	Sea			1	"
10	2	3	25.2	N. by E.	N. by E.	5		3	30.12	65	64	59	63	"	"			2	"
11	3	4	26.6	"	"	5		3	30.18	65	65	60	63	"	"			3	"
Noon.	2	8	31.4	"	"	5		3	30.15	64	67	57	63	"	"			2	"

Position at 8 A. M. { Latitude by *Obs.* *41° 48'* " *N.*
Longitude by *Obs.* *68° 57'* " *W.*
Latitude by observation *41° 50'* " *N.*
Longitude by observation *68° 44' 30"* " *W.*
Position at noon: { Latitude by D. R. *41° 44'* " *N.*
Longitude by D. R. *68° 00' 30"* " *W.*
Course made good since preceding noon: *SSE by compass*
Distance made good since preceding noon: *47* miles.
Distance by Log since preceding noon: *61.2* miles.
Current per hour: *1/2* miles, set *East* true.
Position at 8 P. M. { Latitude by *Obs.* *40° 1'* " *N.*
Longitude by *Obs.* *68° 57'* " *W.*
Variation of compass: *13° 45'* " *N.*
Error of compass observed at *7:45 P.M.* *14° 31'* " *N.*
Deviation of compass on *South* *56'* " *N.*
Water expended during the preceding 24 hours, *350* gallons.
Water *Drunk* during the preceding 24 hours, *200* "
Water remaining on hand fit for use at noon, *2000* "
Coal consumed during the preceding 24 hours, *1095* lbs.
Coal remaining on hand at noon, *97* " *95* "

P. M.		Knots	Reading of Patent Log	COURSES STEERED by Standard Compass	WIND	Force	Heed	Leeway	BAROMETER	TEMPERATURE	State of the Weather, by symbols	CLOUDS	Sea	
1	9	8	32.7	N. by E.	5	2	30 10	64 63 57 63	Reg.	Sea			2	M
2	1	8	33.0	"	5	2	30 10	63 62 57 63	"	"			3	"
3	1	8	34.0	"	5	3	30 12	64 61 57 62	"	"			4	"
4	2	2	35.8	"	5	3	30 12	64 61 56 63	"	"			3	"
5	2	5	37.6	N. by E.	5	1	30 16	64 61 56 63	"	"			2	"
6	3	7	41.3	"	5	1	30 19	64 61 56 63	"	"			1	"
7	3	7	45.0	N. by E.	4	1	30 22	64 61 56 64	"	Sea			1	"
8	3	8	48.3	N. by E.	4	1	30 27	64 61 55 62	"	"			1	"
9	4	2	52.0	"	4	1 1/2	30 30	64 61 55 62	"	"			1	"
10	3	7	56.2	"	4	1 1/2	30 33	64 61 55 62	"	"			1	"
11	3	7	57.8	"	4	1 1/2	30 36	64 61 55 62	"	Sea			1	"
Mid.	4	0	63.3	"	5	1 1/2	30 38	64 61 56 61	"	"			1	"

under the command of

Commander L. C. Schinner,
Friday September 5

, U. S. Navy,

, 1902

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended storm. Cloudy but clearing. Moderate to stiff breeze from N.W. Barometer rose slightly. Ship pitching to a heavy swell from N.W. On course S.E. 3/4 E. (true) under fore and main staysail and scudding topsails until 5.30 when changed course to S.W. by 100°. Two hauled in booms A and C.

At 5.30 P.M.: Cloudy to nearly clear warm and pleasant. Barometer rising. Moderate breeze from N.W. Stiff breeze from N.W. 1/2 N. Throughout watch on source. Much piles under fore and main staysails and scudding topsails. Inspected magazines. Temperatures normal, no foul air. Sighted two schooners. Two hauled in booms A and C. Put a end of watch. 190

At 6.00 P.M.: Clear pleasant weather. Stiff breeze from N.W. and a moderate sea from W. S.W. at 6.15 hauled in booms A and C. Two reefs in the topsails hauled out the spanker and brought the ship by the wind, in the port tack steering by the starboard compass. Took a reef in the foremast and set it. The mainmast hauled out the fore storm glass and the storm squiggle to port. At 6.30, inspected at quarters. Ship fire drill and abandon ship. The lighters gave the gun salute. At 6.45 Williams' Apprentice School for not falling in on quarterdeck when ordered, 10 hours extra duty. During second period presented at Board and Navy Board for distant service. Hauled out the storm squiggle and it being overcast was seen that the schooner of the mid clock is by the wind on the port tack under the fore and main staysails and single reefed foremast, could reach the beach before dark during the 4th standard compass. There is a moderate sea from W. S.W. to which the ship is well and pitching moderately. Two schooners in R. and C. booms.

At 6.50 P.M.: Clear pleasant weather. Stiff breeze from N.W. to S.W. Barometer fell first then rising slowly. Ship pitching and rolling under a moderate windward swell. Had routine exercises for deck gun. At 7.00, more ship. Unwilling by the wind on starboard tack, heading about West. At 7.30, short reef out of foremast and main reef out of topsails. Hauled in booms A and C. Wind ship in starboard tack under fore and main staysails, main topsails and plain sail to single reefed topsails, sight manual steering about West.

At 7.50 P.M.: Squand cool. Stiff breeze from N.W. to S.W. Barometer rising. Ship by the wind starboard tack under fore and main staysails, single reefed topsails, main topsails, and spanker steering about W. S.W. until 8.30 when after muster had sail drill, took end and close reefs in the topsails and then shook out all reefs and remainder of watch under whole topsails in addition to the fore and main staysails, main topsails and spanker. Magazines inspected. Temperatures forward 58.6, aft 57.6, small arm 58.6, no foul air.

Nearly clear cool and pleasant. Moonlight after sunset. Moderate breeze from W. S.W. Throughout watch by the wind starboard tack under all plain sail to topsails, kept manual and in fore and main staysails and main topsails. Two hauled in booms A and C.

At 8.00 P.M.: Began with clear cool weather, moderate breeze from W. S.W. and a moderate sea. At 8.15 put a headwind of 10 knots from W. S.W. and 10 knots from S.W. at 8.30 put a headwind of 10 knots from W. S.W. and 10 knots from S.W. Sighted a steamer standing to South and East with a deck over with several brilliant white lights and no red lights. At 8.45 hauled up the spanker and topmast and were around to S.E. by standard compass. At 9.00 put a headwind of 10 knots from W. S.W. and 10 knots from S.W. by standard compass to clear the schooner. Brought up the foremast. At 9.15 put a headwind of 10 knots from W. S.W. and 10 knots from S.W. by standard compass. At 9.30 the ship is sailing with the wind on the port beam under the fore and main staysails and single reefed topsails, steering by the 4th standard compass and rolling moderately to a moderate sea. Two are hauled in R. and C. booms. Began to drill with steam from a hoist at 8.30. The wind is freshening at 8.45.

Examined and found to be correct.

Leop. A. Haywood

Leop. A. Haywood

H. Tabland

Varigator.

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

Making Passage from Halifax N. S. to Provincetown Mass.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by standard Compass.	WIND.		Barometer.	TEMPERATURE.		State of the Weather by symbols.	CLOUDS.			the State of Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.		Forms of by symbols.	Moving form.	Amount, estimated.	
A. M.														
1	4	0	673	S. by E.	S. by E.	4	30.40	63	60	54	61	bc.	None	0 M
2	3	3	706	"	"	4	30.40	63	60	54	61	bc.	bc.	1 "
3	2	3	729	"	"	4	30.41	63	60	54	61	"	"	1 25
4	2	0	749	"	"	3-4	30.42	62	60	54	61	"	"	1 "
5	1	4	754	S. by E.	S. by E.	2	30.42	63	60	54	61	"	bc.	1 M
6	1	4	750	S. by E.	East	2	30.44	62	59	54	62	"	bc.	2 "
7	0	3	750	S. by E.	"	2	30.46	63	60	56	62	"	bc.	2 -
8	1	0	"	S. by E.	"	2	30.48	63	61	56	63	"	bc.	3 "
9	1	5	"	S. by E.	East	2	30.50	64	61	56	63	"	bc.	1 S
10	1	3	"	"	"	2	30.51	63	61	56	63	"	"	1 "
11	1	7	"	"	"	2	30.51	63	61	56	63	"	"	1 S
Noon.	1	7	"	"	"	2	30.51	63	61	56	63	"	"	1 S

Position at 8 A. M. { Latitude by *DR*
Longitude by *DR*

Latitude by observation

Position at noon:

Longitude by observation

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: *15* miles, set *S. by E.* true.Position at 8 P. M. { Latitude by *DR*
Longitude by *DR*

Variation of compass:

Error of compass observed at *7:10 PM*Deviation of compass on *S. by E.*

Water expended during the preceding 24 hours,

Water *Drifted* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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under the command of

Commander L. C. Schinner.
Saturday September 6

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Companys and small boats. Clear and pleasant weather. Bright starlight. Moderate N. E. breeze hauling to S. E. and falling lighter toward end. Passed through tide rips about 2.45. sighted three schooners standing to S. and S. E. Distilling with steam from boiler. A light hauled fire in Band C. At end ship under jib, foremast stay sail and topsails on course. S. E. with the wind about one point forward of port beam. W. H. Mearns Lieut. U. S. N. 10.5 AM.

Fair and very pleasant weather. Light breeze from N. by E. hauling to East. Barometer rising. Barometer rose S. E. 5. (4.2) but at about 8.15 the wind commenced hauling to the eastward and then steering by the wind under jib, foremast stay sail and topsails, set the sprit sail at 6.15, and ship and headed from North to N. E. (4.2) but making little headway. Hauled down the foremast stay sail after wearing a number of fishing schooners in sight during the watch. Sent apprentice over the masthead. Aired bedding. Magazines inspected, temperature forward 68.45 aft 67.64, small arm 68.66, no foul air. At 8.15 distilling at 5.00 and hauled fire in boiler. R. P. fire hauled in Band C. Hauled in patent log at 6.15, reading 7.2. 10.15 AM. Mearns.

Clear, dry and pleasant. Light breeze from East. At beginning of watch on course South (4.2) under all plain sail to topsails next mainmast. At 8.00 changed course to N. N. W. (4.2) at 8.30 took in sprit sail. At 10.45 went to quarters with aired bedding and inspected same. At 12.00 rounded in 10 fathoms gray sand. Haul spoke. W. H. Mearns Lieut. U. S. N. 10.15 AM.

Clear, pleasant weather. Light breeze from N. by E. and a few crosswells. Saturday afternoon routine. A three masted schooner passed. Sighting S. E. sighted several black fish or fin backed whales. During watch had seven fishing schooners in sight. Fire hauled in Band C boiler. At 10.15 the ship is sailing with the wind on starboard quarter under the jib foremast and topsails steering N. N. W. by standard compass. The wind has veered to S. E. 10.15 AM. W. H. Mearns Lieut. U. S. N.

Clear pleasant weather. Breeze increasing to moderate S. E. breeze. At 1.00 took in foremast and closed down topsails. A number of schooners in sight during watch. Hauled fire in boiler to Band C. At end ship under jib and scandalized topsails on course S. N. W. with the wind one point on starboard quarter. Inspected magazines and shell room temperature normal and air fresh. W. H. Mearns Lieut. U. S. N.

Fair and pleasant weather. Moderate breeze from S. E. by S. Barometer steady. At 1.00 set the foremast and took in top and close reef in the topsails. Ship under this sail and the jib steering N. N. W. (4.2). A number of fishing schooners in sight throughout the watch. Fire hauled in Band C boiler. At 8.00 took a sounding getting gray sand and gravel at 50 fathoms. 8.00 PM. Mearns.

Clear to forecast, cool and dry. Moon set at 9.00. Barometer falling. Moderate to stiff breeze from S. E. and S. E. At beginning of watch on course N. N. W. (4.2) under jib, close reefed topsails and foremast. At 9.00 rounded in 10 fathoms water. At 9.15 began distilling with 22 boiler at 9.00 from foremast head. Packed up meat before light. Close down of life line light. At 9.15 the bottom logs were sighted from the deck 1 1/2 points on port bow. At 11.00 rounded in 44 fathoms. At 11.15 changed course to N. N. W. (4.2) jib 4.3 and at 10.15 brought by the wind, starboard, tack and headed up foremast. At 10.33 took bearings as follows: Band Light 27 1/2 N. Captain that both magnetic. Fire hauled in Band C boiler. W. H. Mearns Lieut. U. S. N.

Examined and found to be correct.

M. Hubbard

Lieut. U. S. N.

Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Sailing Passage from Halifax, N. S. W. to Portsmouth, New Brunswick, N. B.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather by symbols.	CLOUDS.			State of Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air Dry.	Air Wet.	Water at Surface.	Forma of by symbols.	Moving form.	Amount, estimated.	
A. M.																
1	1	0	60	N. E. by E.	E. by S.	4 3'	30 50	63	62	60	61	a. c.	St. c.		10	97.5
2	1	0	60	N. E. by E.	E. S. E.	4 3'	30 55	63	62	60	61	h. c.	"		7	"
3	1	2	60	N. E. 1/2 E.	"	4 3'	30 54	63	62	60	61	"	"		7	"
4	1	2	60	"	"	4 4'	30 58	63	62	60	61	"	"		9	"
5	0	8	60	N. E. by E. 1/2 E.	"	4 4'	30 51	63	61	60	61	"	"		7	"
6	1	0	—	"	"	4 4'	30 59	63	62	61	61	"	"		6	"
7	1	0	—	"	"	4 4'	30 50	64	62	60	61	"	"		6	"
8	1	0	—	N. E. by E. 1/2 E.	S. E.	4 4'	30 59	62	63	61	61	"	"		6	"
9	3	2	61	N. E. 1/2 E.	S. E. by S.	4 5'	30 51	67	65	62	62	"	"		5	"
10	6	0	137	"	"	5	30 30	67	65	62	62	"	"		5	"
11	5	4	211	"	S. E.	4 5'	30 28	67	64	62	62	h. c.	"		9	"
Noon.	5	0	261	"	S. by E.	4 5'	30 27	66	63	62	62	"	"		9	"

Position at 8 A. M. { Latitude by DR. 44° 45' " S
 Longitude by DR. 69° 24' " W
 Latitude by observation 44° 45' " S
 Longitude by observation 69° 24' " W
 Position at noon: { Latitude by D. R. 0 " " S
 Longitude by D. R. 0 " " W
 Course made good since preceding noon:
 Distance made good since preceding noon: miles.
 Distance by Log since preceding noon: 63.5 miles.
 Current per hour: miles, set true.
 Position at 8 P. M. { Latitude by 0 " " S
 Longitude by 0 " " W
 Variation of compass:
 Error of compass observed at
 Deviation of compass on
 Water expended during the preceding 24 hours, 550 gallons.
 Water Distilled during the preceding 24 hours, 550 "
 Water remaining on hand fit for use at noon, 2750 "
 Coal consumed during the preceding 24 hours, tons, 22.10 lbs.
 Coal remaining on hand at noon, 70 "

P. M.																
1	3	8	299	N. by E. 1/2 E.	S. S. E.	4	30 26	65	63	62	62	h. c.	S. c.		9	97
2	3	2	352	N. by E. 1/2 E.	"	4	30 26	65	63	62	62	h. c.	"		10	"
3	3	0	244	"	"	3	30 18	65	63	62	62	h. c.	"		9	"
4	0	6	260	S. by E. 1/2 E.	"	3	30 16	65	63	62	62	h. c.	"		7	"
5	0	2	270	S. by E. 1/2 E.	South	3	30 17	67	69	63	—	"	"		7	"
6	2	1	279	S. by E. 1/2 E.	"	3	30 15	67	69	68	—	"	"		7	"
7			280	S. by E. 1/2 E.	"	3	30 15	70	69	68	—	"	"		7	"
8			280	S. by E. 1/2 E.	"	3	30 15	70	68	67	—	h. c.	"		7	"
9			280	S. by E. 1/2 E.	"	3	30 16	71	68	67	—	h. c.	"		1	"
10			280	S. by E. 1/2 E.	"	3	30 17	70	67	66	—	h. c.	"		1	"
11			280	S. by E. 1/2 E.	"	3	30 15	69	66	66	—	"	"		1	"
Mid.			280	S. by E. 1/2 E.	"	3	30 14	68	66	66	—	"	"		1	"

, 1902.

LOG of the UNITED STATES

Tanning Ship Essex

Ship Rate,

At anchor in the Harbor of Provincetown, Mass.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.				State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.		Form of clouds by symbols.	Moving from.	Amount, estimated.		
A. M.																				
1	At anchor			N. by E.	N. S. W.	2				30.13	69	66	65	bc.	bc.		1			
2	"			N. by E.	Calen	0				30.13	69	66	64	bc.	bc.		1			
3	"			N. by E.	N. by S.	1				30.13	68	65	64	"	"		1			
4	"			N. by E.	N. S. W.	1				30.14	68	65	64	bc.	"		3			
5	"			N. by E.	N. S. W.	2				30.15	68	65	65	bc.	bc.		3			
6	"			"	"	2				30.18	67	66	65	bc.	—		—			
7	"			"	N. by E.	2				30.19	67	66	66	bc.	bc.		1			
8	"			"	"	2				30.21	69	66	66	"	"		1			
9	"			N. by E.	N. S.	3				30.23	69	68	64	"	bc.		1			
10	"			N. S.	"	3				30.24	70	69	64	"	"		1			
11	"			"	N. S. W.	3-2				30.24	71	71	65	"	"		1			
Noon.	"			N. by E.	"	2				30.23	72	72	65	"	"		1			

Position at 8 A. M. { Latitude by
Longitude by

Latitude by observation

Position at noon:

Longitude by observation

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

26.9 miles.

Current per hour:

miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water Distilled during the preceding 24 hours,

600 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

2 tons, 265 lbs.

Coal remaining on hand at noon,

92 " 1635 "

P. M.																		
1	At anchor	N. by E.	N. S. W.	1				30.22	72	73	65		bc.	bc.		1		
2	"	N. by E.	N. S. W.	1				30.24	72	76	65		"	"		1		
3	"	N. by E.	N. S. W.	1				30.20	73	76	67		"	"		1		
4	"	N. by E.	N. S. W.	2				30.20	73	76	69		"	"		1		
5	"	N. by E.	N. S. W.	2				30.20	73	74	64		"	"		1		
6	"	"	"	2				30.19	73	71	67		"	"		1		
7	"	N. by E.	N. S. W.	2				30.14	74	69	67		"	"		1		
8	"	N. by E.	N. S. W.	3				30.20	74	69	65		"	"		1		
9	"	"	"	3-3				30.22	72	68	65		"	"		1		
10	"	N. by E.	N. S. W.	2-3				30.23	72	68	65		bc.	bc.		1		
11	"	N. by E.	N. S. W.	2				30.23	71	68	65		"	"		1		
Mid.	"	"	"	2				30.24	71	67	65		"	"		0		

under the command of

Commander L. C. Schinner
Monday September 8

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 PM: Began with fair cool damp weather and light breeze from N.W. Very heavy dew. Ties are banked in. *Boiler Room last done.*
Lieut. N. H. Hays
Lieut. H. H. Hays

4.5 PM:-

Began with damp fair cool and misty weather and light breeze from N.W. Very heavy dew. Ties are banked in. *Boiler Room last done.*
Lieut. N. H. Hays
Lieut. H. H. Hays

8 AM to Midday: Clear and warm. Gentle N.W. breeze hauling to N.W. and falling light. Showered at quarters at 9.30 and had physical drill. Had routine drill and exercises for 1st and 2nd periods. The Commanding Officer awarded the following punishments: P. H. Hays, 1st, not saying hammock, 4 hours extra duty; H. H. Hays, sitting down during reading of articles for the Government of the Navy, 12 hours extra duty; A. H. Hays, disobedience of orders, not sleeping clothing, 12 hours extra duty; H. H. Hays, having non-regulation clothing in possession, 10 hours extra duty; W. H. Hays, having non-regulation clothing in possession, 10 hours extra duty; W. H. Hays, lying saying he had no glass in his bag, 12 hours extra duty - all the above of first class. Received in Department 2 and a 60 gallon kegs 144 lbs butter, 240 lbs corn meal, 240 lbs round beef, 240 lbs round mutton, 240 lbs flour, 619 lbs flour, 110 lbs tea, 101 lbs tinned vegetables. Received in Equipment Department 50 gallons alcohol. Took fire in boiler room.
N. H. Hays
Lieut. H. H. Hays

Midday to 4 PM:-

Clear and warm weather. Light airs variable in direction. Barometer fell slightly. Had 3d period drill - 1st division boat, 2nd division boat, 3rd division man-of-war, 4th and 5th divisions. Mottos and exercises. Started distilling at 3.30. Draining N. W. H. Hays given a permanent appointment as cook.
J. E. Briggs
Lieut. H. H. Hays

4 PM to 8 PM:-

Clear and pleasant weather. Light breeze from S.W. H. H. Hays mustered at quarters at 4.30. Inspected magazines and shellrooms, finding temperature normal and air fresh. Sent down light yards and masts. Orders of the Landing Officer the gallies were placed under sentry charge for safe keeping. H. H. Hays, J. H. Hays, S. H. Hays and H. H. Hays, all appointed 1st class.
N. H. Hays
Lieut. H. H. Hays

8 PM to Midnight:-

Fair to clear and pleasant. Light to gentle breeze from S.W. Barometer rose. Distilling with boiler B until 12.00 when banked fire.
J. E. Briggs
Lieut. H. H. Hays

Examined and found to be correct.

J. H. Hays
Lieut. H. H. Hays and
Navigator.

LOG of the UNITED STATES

Training Ship Essex

Attaches in the Harbor of Provincetown, Mass.

Wind Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heed.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	At height of 20 ft.	Surface.		Forms of clouds, by symbols.	Moving from.	Amount, percentage.	
A. M.																				
1				South	S. S. W.		2			30.19	69	66	65			huc.	None		0	
2				S. by E.	"		2			30.19	69	66	65			huc.	as		1	
3				"	"		2			30.19	69	66	65			"	"		1	
4				South	South		3			30.18	68	66	65			"	"		1	
5				"	"		3			30.17	69	66	65			he	dis		4	
6				"	"		3			30.17	69	66	65			"	"		3	
7				S. by E.	"		3			30.16	70	69	66			"	dis		5	
8				"	"		3			30.15	70	70	66			"	dis		5	
9				South	"		3			30.15	70	70	67			"	dis		4	
10				S. by E.	"		3			30.14	71	71	68			"	"		4	
11				"	S. by E.		4			30.10	71	73	69			"	"		3	
Noon.				S. by E.	"		4			30.10	72	73	69			"	"		3	

Position at 8 A. M. { Latitude by 0 " "
 { Longitude by 0 " "
 { Latitude by observation 0 " "
 { Longitude by observation 0 " "
 Position at noon: { Latitude by D. R. 0 " "
 { Longitude by D. R. 0 " "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by 0 " "
 { Longitude by 0 " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

600 gallons.

600 "

2700 "

1 tons, 820 lbs.

91 " 825 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heed.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	At height of 20 ft.	Surface.	State of the Weather, by symbols.	Forms of clouds, by symbols.	Moving from.	Amount, percentage.	State of the Sea.
1				S. by E.	S. by E.	4.5			30.09	72	76	69			huc.	dis		3	
2				"	"	4.5			30.08	71	73	68			"	"		4	
3				"	"	4.5			30.03	71	69	66			"	"		8	
4				"	"	4.5			30.01	70	61	65			"	dis		8	
5				S. S. E.	S. S. E.	5			29.99	69	67	65			he	"		9	
6				"	"	5			29.97	70	67	66			o.c.d.	dis		10	
7				"	"	5			29.95	70	68	66			"	"		10	
8				S. by E.	"	5			29.90	71	68	67			o.c.	"		10	
9				"	"	5			29.87	72	68	67			o.c.d.	"		10	
10				South	"	5.6			29.86	72	69	68			o.c.d.	"		10	
11				S. by E.	S. by E.	5.6			29.84	72	69	68			o.c.d.	"		10	
Mid.				"	"	5			29.79	71	69	69			o.c.	"		10	

under the command of

Commander L. C. Wheeler,
Tuesday September 9

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 PM: Clear and pleasant with heavy sea. Light S.E. breeze to quite South breeze last hour. W. K. Knappe, Lieutenant.

4 PM: Partly clear, pleasant weather. Quite South breeze. Scrubbed hammocks. Received in Department D and A 20 lbs bread and 3 lb 1/2 the meat. Inspected magazines and staterooms found temperatures normal and air fresh. Sent up light yards and masts. Mr. P. D. Coffman, who had been allowed passage aboard this vessel by the Navy Department, left the ship. W. K. Knappe, Lieutenant.

8 PM to Midnight: Fair and pleasant. Breeze to moderate breeze from South to S by E. Barometer fell. Mustered at quarters at 9:30 and after physical drill had the drills for the st and end periods. Eric dipping out in boiler 3 and 4 at 11:30. J. E. Briggs, Ensign U.S.N.

Midnight to 4 PM

Partly clear to cloudy. Squally. Moderate to stiff breeze from S by E. Barometer falling. From 1:10 to 2:00 exercised as per routine. Herbert C. Sparrow, Ensign U.S.N.

4 PM to 8 PM: Cloudy to overcast. Drizzling rain last hour. Stiff breeze from S.E. Barometer falling. Mustered at quarters at 4:30 and turned in clean hammocks. Magazines inspected. Temperatures, forward 67-68 aft 68-69, maccams 67-68 no foul air. Following appointments placed in rough notes for the night: Watched 1st, McCame, 4th, Ross 4th, Giffen J. 7. Sent down light yards. J. E. Briggs, Ensign U.S.N.

8 PM to Midnight:

Overcast. Rain throughout watch. Squally rains and ship heavy. Stiff to fresh breeze from S.E. and S by E. Barometer falling. Herbert C. Sparrow, Ensign U.S.N.

Examined and found to be correct.

J. E. Briggs

Lieutenant

Navigator.

LOG of the UNITED STATES

Training Ship Essex
At anchor at Constantinople, Greece.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form of clouds.		Morning.	Evening.		
A. M.																				
1				<i>At anchor</i>	<i>S. S. W.</i>	<i>S. S. W.</i>	<i>5-6</i>			<i>29.76</i>	<i>71</i>	<i>70</i>	<i>69</i>		<i>a. c. p.</i>	<i>S. c.</i>		<i>10</i>		
2				"	<i>S. W. by S.</i>	<i>S. W. by S.</i>	<i>5-6</i>			<i>29.76</i>	<i>71</i>	<i>70</i>	<i>69</i>		<i>h. c. p.</i>	<i>S. c.</i>		<i>9</i>		
3				"	<i>S. W. by W.</i>	<i>S. W. by W.</i>	<i>2</i>			<i>29.77</i>	<i>70</i>	<i>69</i>	<i>69</i>		<i>a. c. p.</i>	"		<i>10</i>		
4				"	<i>S. W. by W.</i>	<i>S. W. by W.</i>	<i>3</i>			<i>29.78</i>	<i>69</i>	<i>67</i>	<i>67</i>		<i>a. c. p.</i>	"		<i>10</i>		
5				"	"	"	<i>4</i>			<i>29.80</i>	<i>69</i>	<i>64</i>	<i>66</i>		<i>a. c.</i>	<i>S. c.</i>		<i>10</i>		
6				"	"	"	<i>4</i>			<i>29.83</i>	<i>68</i>	<i>64</i>	<i>63</i>		<i>a. c. p.</i>	<i>S. c.</i>		<i>10</i>		
7				"	"	"	<i>4</i>			<i>29.86</i>	<i>66</i>	<i>64</i>	<i>63</i>		"	"		<i>10</i>		
8				"	<i>S. W.</i>	<i>S. W. by W.</i>	<i>4</i>			<i>29.86</i>	<i>64</i>	<i>62</i>	<i>62</i>		"	"		<i>10</i>		
9				"	<i>S. W. by W.</i>	"	<i>4</i>			<i>29.88</i>	<i>65</i>	<i>62</i>	<i>61</i>		"	"		<i>10</i>		
10				"	<i>S. W.</i>	"	<i>3</i>			<i>29.90</i>	<i>65</i>	<i>62</i>	<i>61</i>		"	"		<i>11</i>		
11				"	<i>S. W. by W.</i>	<i>S. W.</i>	<i>4</i>			<i>29.91</i>	<i>65</i>	<i>62</i>	<i>60</i>		<i>h. c.</i>	<i>a. c.</i>		<i>9</i>		
Noon.				"	<i>S. W.</i>	"	<i>4</i>			<i>29.91</i>	<i>66</i>	<i>65</i>	<i>61</i>		"	"		<i>7</i>		

Position at 8 A. M. { Latitude by
 Longitude by

{ Latitude by observation
 Longitude by observation
 Position at noon: { Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

550 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

"

Coal consumed during the preceding 24 hours,

2157 tons, 846 lbs.

Coal remaining on hand at noon,

90 " 775 "

P. M.																				
1	<i>At anchor</i>	<i>S. W. by W.</i>	<i>S. W.</i>	<i>4</i>	<i>29.92</i>	<i>68</i>	<i>67</i>	<i>66</i>	<i>h. c.</i>	<i>S. c.</i>									<i>4</i>	
2	"	"	"	<i>4</i>	<i>29.93</i>	<i>68</i>	<i>68</i>	<i>66</i>	"	"									<i>3</i>	
3	"	<i>S. W. by W.</i>	<i>S. W. by W.</i>	<i>3</i>	<i>29.94</i>	<i>70</i>	<i>69</i>	<i>65</i>	"	<i>S. c.</i>									<i>3</i>	
4	"	"	<i>S. W.</i>	<i>3</i>	<i>29.96</i>	<i>70</i>	<i>69</i>	<i>65</i>	"	"									<i>3</i>	
5	"	<i>S. W. by W.</i>	<i>S. W. by W.</i>	<i>3</i>	<i>30.00</i>	<i>70</i>	<i>69</i>	<i>66</i>	"	<i>S. c.</i>									<i>1</i>	
6	"	<i>S. W. by W.</i>	<i>S. W. by W.</i>	<i>3</i>	<i>30.03</i>	<i>69</i>	<i>67</i>	<i>65</i>	"	<i>S. c.</i>									<i>2</i>	
7	"	"	"	<i>2</i>	<i>30.05</i>	<i>69</i>	<i>67</i>	<i>65</i>	"	"									<i>1</i>	
8	"	<i>S. W. by W.</i>	<i>S. W. by W.</i>	<i>2</i>	<i>30.09</i>	<i>70</i>	<i>66</i>	<i>63</i>	"	<i>S. c.</i>									<i>1</i>	
9	"	<i>S. W. by W.</i>	"	<i>1</i>	<i>30.10</i>	<i>69</i>	<i>63</i>	<i>62</i>	"	<i>S. c.</i>									<i>1</i>	
10	"	<i>S. W. by W.</i>	<i>S. W. by W.</i>	<i>2</i>	<i>30.10</i>	<i>69</i>	<i>63</i>	<i>62</i>	"	<i>S. c.</i>									<i>1</i>	
11	"	<i>S. W.</i>	"	<i>2</i>	<i>30.11</i>	<i>68</i>	<i>63</i>	<i>62</i>	<i>h. c.</i>	<i>S. c.</i>									<i>0</i>	
Mid.	"	"	"	<i>2</i>	<i>30.11</i>	<i>67</i>	<i>61</i>	<i>61</i>	"	"									<i>0</i>	

, U. S. Navy,
1902.

Midnight to 4:30 AM: Overcast and damp weather. Light drizzling some greater part of the watch. Barometer about steady. Still a fresh breeze from S. E. W. hauling to the westward until about 2:45 when shifted to the N. E. W. and almost died out.

J. E. Bonaparte Curigall M.

Forecast with passing showers. Quite to moderate breeze from N. by E. Received
for use of crew in Bay Department 29 lbs of fresh bread and 200 ¹¹²/₈ ¹⁴/₈ fresh meat. In-
spected shell room and magazine no foul air. Forward 4" magazine 69°-68° after
L. magazine 69°-67° - small arm 69°-67°

D. M. Coffman Lt. Col. U.S.A.

Overcast & cloudy. Showers first two hours. Moderate to gentle breeze from S. W. by N. and S. W. At 900 mustered crew at quarters after which exercised as per routine till 10.00 and also from 1.00 to 1.30. The Commanding Officer awarded the following punishments:- H. E. Beck, on duty, lost 5 times; 10 hours extra duty, 100 lashes, filthy clothing in bag, 10 hours extra duty, and Tegan J. chewing tobacco, 100 lashes and 40 days in the stocks. Herbert S. Spears, Ensign, 100

Foggy with clear pleasant weather and moderate breeze from N. Landed sail to a
 puntine and shook out the boat sails to N. Breeze fresh & gentle breeze and
 overcast to N. W. George A. Hayward Lansdown

Merly clear pleasant. Quite breeze to light breeze from S by W. and N by W. Inspected magazines, temperatures normal, no foul air. At 4:30. Limited crew of quarters. Inula oil. Sent down to gallant mast. The following apprentices were assigned for the night. Mitchell S. R., McNamee W., Reese G. and Griffin P.²
Habit P. Spence Cummings.

Begins with clear pleasant weather, moonlight and light breeze from S.W. which
very, fell to light air. The wind increased to light breeze again and backed to S.E. W.
The moon set at 11:14.

The moon set at 11.14.

J. H. Johnson *Lieut. Wm. H. Hunt* Navigator.

LOG of the UNITED STATES

Tanning Ship One

Wind Rate,

At Ancher in the Harbor of Provincetown Mass.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Logway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.			Form of clouds.	Moving from.	Amount.	
A. M.																				
1			At Ancher	S. by W.	S. S. W.		2			30 11	67	61	61			b	None			0
2			"	S. by W.	"		2			30 12	67	61	61			"	"			0
3			"	"	"		2			30 12	66	60	60			l.c.m.	S.S.			1
4			"	"	"		2			30 13	65	60	60			"	"			1
5			"	"	"		2			30 16	65	60	59			"	"			1
6			"	S. S. W.	"		2			30 19	65	60	58			h.c.	-			-
7			"	S. by W.	"		2			30 21	66	63	60			"	-			-
8			"	"	"		2			30 23	65	65	61			"	-			-
9			"	E. S. E.	Calms.		0			30 25	65	67	63			l.c.m.	S.S.			1
10			"	"	S. E.		1			31 27	65	72	67			h.c.	"			1
11			"	"	"		1			30 28	65	70	68			"	"			1
Noon.			"	S. by E.	"		1			30 28	65	70	68			"	"			1

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																				
1			At Ancher	E. S. E.	E. S. E.		1			30 25	66	71	66			h.c.	l.c.m.			1
2			"	"	"		1			30 25	67	72	67			"	"			1
3			"	"	"		1			30 26	68	73	68			"	"			1
4			"	S. E.	S. E.		2			30 28	68	72	67			"	"			1
5			"	S. S. E.	S. S. E.		2			30 26	69	68	67			"	"			1
6			"	S. S. E.	S. S. E.		2			30 26	69	66	63			"	"			2
7			"	"	"		2			30 28	70	66	62			"	"			2
8			"	S. S. by S.	S. S. by S.		2			30 29	71	66	62			"	"			2
9			"	S. W. by W.	S. W. by W.		3			30 31	70	64	62			"	"			3
10			"	S. W.	S. W.		3			31 31	70	62	62			"	"			3
11			"	"	"		2			30 33	69	64	62			"	"			2
Mid.			"	S. W.	"		2			30 32	69	63	62			"	"			2

under the command of

Commander L. C. Kilmer,
Thursday Sept 11

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 11 AM: Clear except haze last two hours. Light breeze from S.W. 7.

Norbert P. Sparrow Engineer U.S.N.

11 to 1 PM:

Clear slight haze. Light breeze from S.W. Inspected magazines. Temperature normal, no foul air. Secured in Pay Department \$28.40 for meat and vegetables, \$19.40 bread, \$1.00 sent up to gallantails and crabs and light yards.

Norbert P. Sparrow Engineer U.S.N.

1 PM to Meridian:

Began with heavy pleasant weather and calm. A water boat came alongside and began to pump water into the boiler. Light air and sets paws from S.E. At 4.30 inspected at quarters. Cleared ship for action, lost loss and provided, secured and rigged ship, finishing at about 10:15. Secured on board for steaming purposes 1000 gallons of fresh water. The latrine got three prisoners to: to W. Brenner for smoking with class and no money, to R. W. Savage for chewing tobacco & deep solitaire, punishment on bridge, and water, and to W. H. Bailey for having no necktie at quarters. Phone ~~to~~ ^{to} ~~the~~ ^{the} ~~men~~ ^{men} were old. Appointments 3 AM.

Corp N. Haywood

Franklin U.S.N.

Meridian to 4 PM:

Clear pleasant weather. Light air and breeze hauling from E.S.E. to S.E. Examined at routine drills for sea period.

Wherry Lincoln

4 to 8 PM: Began with light breeze from S.E. and clear pleasant weather. Made the afternoon inspection of magazines and found the air fresh and the temperatures normal. The temperatures were, 69° and 68° forward, 69° and 67° aft, and 65° and 66° in the forenoon below. At 7:00 inspected at quarters. About overboard. A. T. Dougherty Hospital Apprentice and Madrona. Shots took 1st class. At sunset sent down royal and top gallant yards. J. H. Mitchell S. S. Wilson J. M. Pfeiffer and C. S. Rose Apprentices & class were placed in single rows for safe sleeping.

Corp N. Haywood Lincoln U.S.N.

8 PM to Midnight:

Clear and pleasant. Light to gentle S.W. breeze. Bright moon and star light.

Wherry Lincoln

J. H. Mitchell Navigator.

LOG of the UNITED STATES

Training Ship Essex
At anchor in the harbor of Coos Bay, Mass.

Third Rate,

										WIND.				BAROMETER.		TEMPERATURE.				CLOUDS.			
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.		Force.	Heel.	Leeway.	Height in inches.	Ther. at t'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of, by symbols.			Amount, above or below.	State of the Sea.			
																Moving from.							
A. M.																							
1	<i>At anchor</i>			<i>S. N.</i>	<i>S. N.</i>		2			<i>30.33</i>	<i>68</i>	<i>63</i>	<i>62</i>		<i>bc.</i>	<i>None</i>			0				
2	"			<i>S. N. by N.</i>	"		2			<i>30.33</i>	<i>68</i>	<i>63</i>	<i>62</i>		"	"			0				
3	"			"	"		2			<i>30.33</i>	<i>68</i>	<i>63</i>	<i>62</i>		"	"			0				
4	"			"	"		2			<i>30.33</i>	<i>68</i>	<i>63</i>	<i>62</i>		"	"			0				
5	"			<i>S. N.</i>	"		2			<i>30.33</i>	<i>69</i>	<i>63</i>	<i>62</i>		"	—			0				
6	"			<i>S. N. by S.</i>	"		2			<i>30.33</i>	<i>67</i>	<i>63</i>	<i>62</i>		"	—			0				
7	"			<i>S. N.</i>	"		1			<i>30.33</i>	<i>68</i>	<i>63</i>	<i>63</i>		<i>bc.</i>	<i>a. S.</i>			1				
8	"			<i>S. N. by S.</i>	"		1			<i>30.35</i>	<i>69</i>	<i>67</i>	<i>65</i>		"	"			1				
9	"			<i>S. N.</i>	"		1			<i>30.37</i>	<i>70</i>	<i>70</i>	<i>67</i>		"	"			1				
10	"			<i>S. N. by S.</i>	"		2			<i>30.37</i>	<i>70</i>	<i>73</i>	<i>68</i>		"	<i>a. S.</i>			1				
11	"			<i>S. N.</i>	"		2			<i>30.37</i>	<i>70</i>	<i>73</i>	<i>66</i>		"	"			1				
Noon.																							
	"			"	"		2			<i>30.36</i>	<i>70</i>	<i>70</i>	<i>65</i>		"	"			1				

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

18.29 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

11.00 "

Coal consumed during the preceding 24 hours,

tons, *17.90* lbs.

Coal remaining on hand at noon,

89 " *18.25* "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at t'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of, by symbols.	Moving from.	Amount, above or below.	State of the Sea.
1	<i>At anchor</i>			<i>S. N. by N.</i>	<i>South</i>	<i>2</i>			<i>30.35</i>	<i>69</i>	<i>71</i>	<i>66</i>		<i>bc.</i>	<i>a. S.</i>			<i>2</i>
2	"			"	"	<i>2</i>			<i>30.33</i>	<i>70</i>	<i>73</i>	<i>68</i>		"	"			<i>2</i>
3	"			"	"	<i>2</i>			<i>30.33</i>	<i>71</i>	<i>76</i>	<i>71</i>		"	"			<i>1</i>
4	"			<i>S. N. by S.</i>	"	<i>2</i>			<i>30.33</i>	<i>71</i>	<i>76</i>	<i>71</i>		"	<i>a. S.</i>			<i>1</i>
5	"			"	"	<i>2</i>			<i>30.32</i>	<i>70</i>	<i>70</i>	<i>66</i>		"	"			<i>1</i>
6	"			"	"	<i>2</i>			<i>30.31</i>	<i>69</i>	<i>66</i>	<i>63</i>		"	"			<i>1</i>
7	"			<i>S. N. by S.</i>	"	<i>3</i>			<i>30.32</i>	<i>70</i>	<i>66</i>	<i>61</i>		"	"			<i>1</i>
8	"			"	"	<i>3</i>			<i>30.32</i>	<i>71</i>	<i>66</i>	<i>61</i>		"	"			<i>1</i>
9	"			<i>S. N. by S.</i>	"	<i>3</i>			<i>30.31</i>	<i>71</i>	<i>66</i>	<i>61</i>		"	"			<i>1</i>
10	"			"	"	<i>3</i>			<i>30.30</i>	<i>71</i>	<i>66</i>	<i>66</i>		"	"			<i>1</i>
11	"			"	"	<i>3</i>			<i>30.29</i>	<i>70</i>	<i>66</i>	<i>66</i>		"	"			<i>1</i>
Mid.	"			<i>S. N. by S.</i>	"	<i>3</i>			<i>30.27</i>	<i>70</i>	<i>64</i>	<i>64</i>		"	<i>a. S.</i>			<i>1</i>

under the command of

Commander L. C. Kilmer.
Friday September 12

, U. S. Navy,

1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4:00 PM: Begins with fair cool weather and light breeze from S.W. and a heavy dew Moon set at 12:07. *Leop. N. Hayward* *Leut. Kilmer*

4:00 PM:-

Begins with clear cool weather and light breeze from S.W. and a heavy dew. Released S.W. Mitchell, A. E. McCombe, W. Giffier and C. C. Rice. Apprentices & class. Made the morning inspection of magazine and found the air fresh and the temperature normal. The temperature were: 70° and 67° forward, 67° and 66° aft, and 68° and 66° in the passageway locked. Received in Pay Department, 249 pounds bread, 100 of meat and 800 of vegetables. Started fire in B-boiler for distilling. Crossed coal and topsoil at 4:00 PM. *Leop. N. Hayward* *Leut. Kilmer*

8:00 AM to Meridian:-

Clear and warm. Light air and breeze from S.W. By order of Comd'g Officer released S. C. Carter, App. E, from confinement on account of expiration of sentence and placed C. Bauman, App. E, in solitary confinement on bread and water for 5 days for smoking and having tobacco in possession. The Captain awarded the following punishments to: M. W. Carmick and A. Trumble creating disturbance in ranks 6 hours extra duty, M. Freeman smoking with class and no money, W. Cook, smoking and tobacco in possession, with class and no money, C. Brown, smoking and tobacco in possession, 5 days solitary confinement on bread and water, W. Dwyer, cigarettes in possession with class and no money, M. S. Hayward, J. C. Dumas, C. A. Wiffeld, P. S. Carson and J. H. Mitchell smoke dirty, 10 hours extra duty, all of the above apprentices are class. At 1:00 PM mustered at quarters, absent overboard, A. R. Dougherty, A. C. E. and P. Anderson. At 2:00 PM received in Equipment Department 1000 gallons fresh water for steaming purpose. Exercised at physical drill and paraded. Battling equipped for heavy marching order. *W. H. Kilmer* *Leut. Kilmer*

Meridian to 4:00 PM:- Fair and pleasant. Light breeze from South. Barometer steady. Had routine drill for the 3rd period. Landmen and Ordinary Seamen spread at rowing for 2 hours. Exercised all apprentices, not stationed slept at 10:00 PM, and refueling for a main trial. Made test of flood valve. Found them in good order. Commenced distilling with boiler B at 4:00. *J. E. Briggs* *Quincy Kilmer*

4:00 PM:-

Fair, pleasant weather. Light to gentle S.W. breeze. At 4:00 PM mustered at quarters, absent S. R. Dougherty, A. R. E. and P. Anderson. Lts. Inspected magazine and shell-room. Temperature normal and air fresh. Sent down royal guard. Distilling from boiler B. *W. H. Kilmer* *Leut. Kilmer*

8:00 PM to Midnight:-

Fair and pleasant. Moonlight. Gentle breeze from South. Barometer fresh slightly. Distilling with boiler B. *J. E. Briggs* *Quincy Kilmer*

Examined and found to be correct.

J. H. Kilmer

Leut. Kilmer Navigator.

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

At Anchar in the Harbor of Provincetown Mass

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Status of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at t'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.			Forms of clouds, by symbols.	Amount of rain.	
A. M.																		
1	<i>At Anchar</i>			<i>S. by E</i>	<i>S. E</i>	3			30 29	69	66	65			<i>r. c.</i>	<i>S. by E</i>	10	
2					"	3			30 28	69	66	65			"	"	10	
3					"	3			30 27	69	66	65			"	"	10	
4					"	3			30 26	69	66	65			"	<i>S. by E</i>	10	
5				<i>S. by E</i>		3			30 25	69	67	65			<i>S. by E</i>	<i>S. by E</i>	8	
6				<i>S. by E</i>	<i>S. S. E</i>	4			30 24	69	67	65			"	"	7	
7				<i>S. by E</i>		4			30 23	69	67	64			"	<i>S. by E</i>	6	
8					"	4			30 22	68	67	64			"	<i>S. by E</i>	8	
9				<i>S. by E</i>	<i>S. E</i>	4			30 22	68	68	63			"	"	8	
10					"	4.5			30 21	69	69	63			<i>S. by E</i>	"	7	
11				<i>S. by E</i>	"	4.5			30 19	69	68	63			"	"	9	
Noon.					"	4.5			30 17	68	70	66			"	"	8	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

580 gallons.

1650 "

7920 "

1 tons, 2720 lbs.

87 " 1865 "

P. M.																		
1	<i>At Anchar</i>			<i>S. E</i>	<i>S. E</i>	4.6			30 15	69	70	67			<i>S. by E</i>	<i>S. by E</i>	9	
2					"	4.6			30 13	69	70	67			<i>S. by E</i>	<i>S. by E</i>	10	
3				<i>S. by E</i>	"	4.5			30 11	69	70	68			<i>S. by E</i>	<i>S. by E</i>	10	
4				<i>S. by E</i>	<i>S. S. E</i>	4.5			30 11	69	70	68			<i>S. by E</i>	<i>S. by E</i>	10	
5				<i>S. by E</i>	"	4.5			30 09	69	70	68			<i>S. by E</i>	<i>S. by E</i>	10	
6				<i>S. by E</i>	<i>S. by E</i>	4.5			30 09	69	69	68			<i>S. by E</i>	<i>S. by E</i>	10	
7				<i>S. by E</i>	<i>S. S. E</i>	3.4			30 09	70	69	68			<i>S. by E</i>	<i>S. by E</i>	10	
8				"	"	3			30 09	70	68	67			<i>S. by E</i>	<i>S. by E</i>	10	
9					"	2			30 10	70	67	67			<i>S. by E</i>	<i>S. by E</i>	10	
10				<i>S. by E</i>	"	2			30 10	70	67	67			<i>S. by E</i>	<i>S. by E</i>	10	
11				"	"	2			30 10	70	67	67			<i>S. by E</i>	<i>S. by E</i>	10	
Mid.				<i>S. by E</i>	<i>S. by E</i>	3			30 10	68	64	63			<i>S. by E</i>	<i>S. by E</i>	10	

under the command of

Commodore L. C. Kilmer,
Saturday September 13

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 PM: Overcast and cloudy. Light S.E. breeze. Distilling
W. Kuregi. Fuel 4000

At 8 AM:-

Generally cloudy, pleasant weather. Light S.E. breeze, hauling to S.E. last half
and increasing to moderate breeze. Subjects pasted returned. Inspected shell house
and magazine, finding normal temperatures and air fresh. Cleaning ship. Re-
ceived in Department Band A. 249 lbs fresh bread & 74 lbs fresh meat, and 696 1/2
lbs fresh vegetables, 20 lbs pepper and 400 lbs lard.

W. Kuregi. Fuel 4000

8 PM to Midnight:- Breeze weather. Moderate to stiff breeze from S.E. Barometer falling.
Sold deck lock deck. The Captain awarded the following punishments:- Baker, S.E. & C
neglect of duty and impertinence - 5 day solitary confinement on bread and water. Dis-
tilling with boiler "B"

J. E. Bagg, Ensign U.S.N.

Midnight to 8 AM:-

Cloudy to overcast. Squally with light rain second and fourth hours. Moderate
to fresh breeze from S.E. Barometer falling.

W. Kuregi. Fuel 4000

At 8 AM:-

Overcast, hazy and damp weather. Light drizzling rain last hour. Moderate to stiff
breeze from S.E. shifting to a gentle breeze from S.W. Barometer steady. Magazine
inspected. Temperature forward 69.6, after 68.6, on deck 68.67 - no foul air. Collecting
debris in all class places in single rows for the night. Mitchell, S.E., McClure, C.E.,
Carr, C. Band. Puffer M. Distilling with boiler "B"

J. E. Bagg, Ensign U.S.N.

8 PM to Midnight:-

Overcast and raining. Light to gentle breeze from S.W. Barometer falling.

W. Kuregi. Fuel 4000

Examined and found to be correct.

J. Hubbard, Lieutenant

Navigator.

LOG of the UNITED STATES

Training Ship Essex

Thal Rate,

At anchor in the harbor of Providence Mass.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.					CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. attd.	Air Dry Bulb.	Air-Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of, by symbols.	Moving from.	Amount, sea to the.		
A. M.																				
1				At anchor	N by N.	S. N.	3			30.07	66	60	60		a. c. s.	None		10		
2				"	N. N. W.	"	2-3			30.07	66	60	60		a. c. s. m. d. n.			10		
3				"	"	S. N. W.	3-4			30.07	63	57	57		a. c. s. m. g.			10		
4				"	"	"	3-4			30.08	63	56	56		a. c. s. m. g.	N.		10		
5				"	"	"	3-5			30.03	63	58	57		a. c. s.	"		10		
6				"	S. by N.	"	4			30.04	62	58	57		a. c. s. m.	"		10		
7				"	"	"	4			30.06	62	58	57		"	"		10		
8				"	"	"	4			30.06	62	58	57		b. c.	S. c. w.		9		
9				"	"	"	4			30.10	62	60	59		"	S. c. w.		7		
10				"	"	"	4			30.15	62	61	59		"	"		7		
11				"	S. by E.	"	4			30.20	62	61	59		"	"		6		
Noon.				"	"	"	4			30.20	62	62	59		"	"		5		

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation

Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water Distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																				
1	At anchor	S by N	South	3	30 20	62	63	60		b. c.	S. c. w.									
2	"	S by E	"	3	30 20	62	63	60		"	"									
3	"	S by N	"	2	30 20	62	63	60		"	"									
4	"	"	"	2	30 20	64	64	61		"	"									
5	"	S by E	"	2	30 20	64	64	61		"	"									
6	"	"	"	2	30 20	64	64	61		"	"									
7	"	S E	"	1	30 19	66	61	61		"	"									
8	"	S E by E	East	0	30 19	66	60	59		"	S. c. w.									
9	"	S by N	S by N	2	30 22	66	60	58		b. c.	W. c.									
10	"	S N	"	2	30 22	66	60	58		b. c.	"									
11	"	S by N	"	2-3	30 22	66	59	58		b. c.	"									
Mid.	"	S by N	"	3	30 22	64	59	58		b. c.	S. c. w.									

under the command of

Commander L. C. Kilmer,
Sunday September 14

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 AM: Overcast, misty, raining entire watch. Light to moderate breeze from N.W. to S.W. Barometer steady. Stopped distilling at 1000 and bunked plus in 3rd boiler.
Z. P. Boingo, Ensign U.S.N.

4 AM to 8 AM: Overcast, misty weather. Moderate breeze from N.W. Barometer rose. Received in Cas. Department 98¹/₂ lbs meat 98¹/₂ lbs vegetables 299 lbs bread. Magazine inspected, temperature forward 68-65, aft 67-66, small arm 68-66, no foul air. Cues bailed in for 18°.
Z. P. Boingo, Ensign U.S.N.

8 AM to Meridian: Cloudy cool and pleasant. Barometer rising. Moderate breeze from N.W. 4 AM suggested cook at quarters Anderson P. (A) and Dougherty L. W. (A.P.) absent over-leave. The crew and ship were then inspected by the Commanding Officer. Elderbrook C. (A.P.) released from confinement and Essener D. P. (A.P.) placed in solitary confinement on bread and water for 5 days by sentence of the Commanding Officer.
Herbert G. Harris, Ensign U.S.N.

Meridian to 4 PM: Began with clear pleasant weather and gentle breeze from North. Sent much liberty party ashore and several sailing parties. The Cape Cod steamer from Boston lost her rudder on making the turn at buoy off Long Point and anchored after drifting for about half an hour. At third cutter went alongside and signalled the two last day rudder. At 2:00 hoisted signal W.L. which the Wood End station answered with C. Sent the steam launch to steamer with officer of assistance which were stopped a large mahogany fishing steamer took the stranger alongside the wharf at about 2:40. J. P. Dougherty, Hospital Apprentice and P. Anderson, Landman, returned 7:05 hours overboard. Put to light breeze.
George N. Haywood, Lieutenant

4 PM to 8 PM:-

Nearly clear cool and pleasant. Light breeze from North to calm. The following apprentices were confined for the night by order of the Commanding Officer, Mitchell B. H. McLennan & Reese C. S. and Giffen J. H.
Herbert G. Harris, Ensign U.S.N.

8 PM to Midnight:-

Began with pleasant moonlight weather, a remarkably light atmosphere and calm. A light breeze from N.W. sprang up.
Lieut. N. Haywood, Lieutenant

Examined and found to be correct.

J. P. Harris, Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

At anchor in the Harbor of Portsmouth Mass and making passage to Yorktown Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water Surface.	State of the Sky.		Form of, by symbols.	Amount, sea to 100.		
A. M.																			
1	At anchor			N. E.	N. E.	3			30 22	62	62	58		b.c.	cu	1			
2	"			N. E.	"	4			30 23	62	59	57		"	"	1			
3	"			"	"	4			30 23	62	59	57		"	"	1			
4	"			"	"	4			30 23	61	58	57		"	"	1			
5	"			N. E. by N.	"	4			30 23	61	59	57		"	cu s	2			
6	"			"	"	4			30 24	61	59	56		"	cu	2			
7	"			"	"	3			30 25	61	61	56		"	cu cu	2			
8	"			N. E. by E.	"	3 1/2			30 27	61	61	56		"	"	1			
9	"			N. E. by N.	"	3			30 28	61	61	56		"	"	1			
10	"			N. N. E.	"	3			30 29	61	61	56		"	cu	2			
11	"			"	"	3			30 29	61	61	56		"	"	2			
Noon.	"			N. by E.	"	3			30 28	60	60	56		"	"	2			

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation

Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																			
1	At anchor			N. E.	N. E.	3			30 27	61	60	55			b.c.	cu	1		
2	"			"	"	3			30 26	61	61	56			"	"	1		
3	"			"	"	3			30 25	62	61	60			"	"	2		
4	6 2 58.0			N. E.	"	3			30 24	62	61	57			"	cu s	2		
5	3 62.5			"	"	3			30 24	62	60	57			"	"	2		
6	2 57.2			"	"	3			30 25	62	60	56			"	"	2		
7	2 62.5			"	"	3			30 26	62	59	57			"	"	2		
8	2 62.5			"	"	3			30 26	62	59	57			"	"	2		
9	2 62.5			"	"	3			30 27	63	58	57			"	"	1		
10	2 62.5			"	"	3			30 27	63	58	57			"	"	1		
11	2 62.5			"	"	3			30 27	63	58	57			"	"	1		
Mid.	5 5 102.7			"	"	1			30 27	63	57	57			"	"	2		

under the command of

Commander L. C. Wilkes,
Monday 5th September

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Common and until 8 AM - Nearly clear pleasant. Breeze to gently breeze from S. E. 5.
At 8 AM more set.
At 8 AM.

Nearly clear warm and pleasant. Moderate to gently breeze from S. E. 5. Inspected magazines, temperatures normal no fresh air.
At 8 AM. Sparrow Ensign U. S. N.

8 AM to Meridian:

Begin with very pleasant clear weather and gentle breeze from S. E. Received in Cay Department 488 pounds of bread, 96 1/4 of vegetable and 77 1/2 of meat. Carried roy al and fragrant sperds. At 9 AM inspected at quarters. Had routine duties for first period. The Captain gave these appointments: to L. Dougherty, Hospital Apprentice, class for being 78 hours overboard, 4th class 4 months and acting appointment revoked; to C. Anderson, Indianman, for the same, 4th class 4 months; to P. S. Carver, for pass misbehavior, 4 days solitary confinement on bread and water; to P. M. Cowlings for being disorderly in ranks, 8 hours extra duty; to W. Valley, for talking in ranks, 10 hours extra duty; to J. N. Harris for having quarter deck squared without permission, 10 hours extra duty; all but Dougherty and Anderson being Apprentices 3 class. Out the gear and made ready for sea. Steam will be started from 10 AM and given 4 boilers.
At 10 AM. Sparrow Ensign U. S. N.

Clear and fine. Gentle S. E. breeze. Steam formed in boiler at 12:30. Completed preparations for sea. At 2:30 called all hands up anchor, got under way and stood out of Portsmouth Harbor, the Captain coming ship. At 3:30 put open patent log reading 380. Steaming under full power. Came to at and Race Point. At here about 4th distant Chimney. At 4 PM. Sparrow Ensign U. S. N.

Clear and cool weather. Gentle breeze from S. E. Barometer about steady. Steaming on course. Navigator coming, until 4:30 when set course E. by S. (true) patent log 447. At 5:30 changed to S. by E. 4 E (true) patent log 469. Under steam from boiler Race C. until 5:30 when set all fore and aft rail. Mustered at quarters at 4:30 all present. Secured both anchors for sea. Magazines inspected 4 times forward, 69-67, aft 68-65, magazine 69-67, 70 forward. At 5:30 bearing gave 4th lat 44° 47' N. (mag) Standard Time 10:00:00 S. E. 1/2 E (mag) 4th steam 51; course 34.5.
At 6 PM. Sparrow Ensign U. S. N.

Nearly clear and pleasant. Bright moonlight. Light breeze from S. E. On course S. by E. 4 E (true) throughout watch until 6:00 when changed to S. E. 1/2 E (true) pat. log 800. Under steam boiler Race C. and all fore and aft rail. At 6:00 set foremast, hauled it up at 6:30. At 6:30 Cape Cod Light bearing 74.1. At 6:30 stopped; at 7:10 went ahead full speed. At 7:30 Cape Cod Light bearing 76.1. At 7:30 sighted Mount Beacon Light on starboard bow. At 8:00 Mount Beacon Light bore 81° 1/2 and Cape Cod Light 81° 1/2. Both magnetic. Several schooners in sight, distant 4 miles, all revolving. At 8:00.
At 8 PM to Midnight.

Begin with clear pleasant weather and bright moonlight and light breeze from S. E. Steamed sail in sight. At 8:00 changed course to S. E. by Standard compass At 8:20 patent log reading 81.5. Mount Beacon were 53 miles distant steam 100 N. true and Cape Cod Light bore 80° 47' N. true. At 8:50 sighted Chatham Light bearing 80° 47' true. At 9:00 patent log reading 91.2. Cape Cod Light bearing 84° 47' N. true and Beacon 81° 1/2 N. true. At 9:30 Chatham Light bore 87° 1/2 true and the ship is steaming with Race C. boiler under fore and aft rail and steering S. E. by standard compass. A steamer passed and another overtaken. Steam 42.5; Sparrow Ensign U. S. N.

Examined and found to be correct.

J. M. M. and Navigator.

LOG of the UNITED STATES

Training Ship Essex

Rate,

Making Passage from Provincetown Mass to Yulston Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.		Amount of Rain.	State of Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Wet Bulb.		Form of, by symbols.	Motion of.		
A. M.																		
1	5	8	6.5	S. S. E.	4 E.		2			30.27	61	58	54	59	bc.	2 S.	2	S
2	6	3	14.8	"	"		3			30.27	61	58	54	59	"	"	2	"
3	6	8	24.7	"	"		3			30.28	61	58	54	59	"	"	2	"
4	7	9	34.6	"	"		3-4			30.28	61	58	54	59	"	"	2	"
5	8	1	37.7	"	"		3-4			30.28	61	58	55	59	"	2 S.	2	"
6	2	3	40.0	S. 1/2 N.	"		3			30.30	61	58	55	59	"	"	2	"
7	6	8	50.9	"	"		3			30.30	59	57	53	59	"	2 S.	2	"
8	8	0	58.9	"	"		4			30.34	61	61	56	58	"	"	2	"
9	6	6	65.5	N. 5/8 N. 4/8 W.	"		4			30.35	62	62	57	58	"	2 S.	5	"
10	6	7	72.2	S. 7/8 W. 1/2 W.	"		4			30.35	63	65	62	58	"	"	5	"
11	2	0	77.6	S. 7/8 W. 1/2 W.	"		4			30.35	63	65	61	59	"	"	5	"
Noon.	5	3	82.9	"	"		4			30.35	63	65	61	60	"	"	5	"

Position at 8 A. M. { Latitude by D.R.
 Longitude by D.R.
 Latitude by observation
 Longitude by observation
 Position at noon: { Latitude by D. R.
 Longitude by D. R.

40° 53' " A
 69° 04' " W
 40° 45' " A
 69° 30' " W
 40° 37' " A
 69° 25' " W

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: from noon 1/2 miles, set S. 24° W. true.

Position at 8 P. M. { Latitude by D.R.
 Longitude by D.R.

Variation of compass:

Error of compass observed at 8.15 am.

Deviation of compass on S. 1/2 W.

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

S. by E. (true)
 8 1/2 miles
 12.97 miles
 40° 15' " A
 70° 20' " W
 12° " W
 15° 39' " W
 30° 39' " W
 53.0 gallons.
 16.00 "
 7 tons, 120 lbs.
 78 " 955 "

P. M.																		
1	4	8	87.4	S. 7/8 W. 1/2 W.	S. E. by E.		3			30.33	63	63	59	60	bc.	2 S.	7	S
2	7	5	16.9	"	"		3			30.33	63	63	59	60	"	2 S.	5	"
3	6	6	103.5	"	S. E. by N.		3			30.33	63	61	58	60	"	2 S.	4	"
4	7	1	10.6	"	"		3			30.32	63	60	58	62	"	"	4	"
5	5	0	15.6	"	"		4			30.32	63	63	60	62	"	2 S.	3	"
6	4	8	30.4	"	"		4 1/2			30.32	63	61	59	62	"	2 S.	1	"
7	5	1	20.5	"	S. E.		4 1/2			30.32	63	61	59	62	"	"	6	"
8	5	5	30.0	"	"		4 1/2			30.36	66	61	59	62	"	"	5	"
9	5	3	36.3	"	"		4			30.36	65	61	58	65	"	"	1	W
10	5	0	44.7	"	N. E. by E.		4			30.38	64	61	58	67	"	2 S.	1	"
11	5	1	46.8	"	E. N. E.		4			30.38	63	61	58	67	"	"	1	"
Mid.	5	3	52.1	"	"		4			30.38	63	61	58	67	"	2 S.	1	"

under the command of

Commander L. S. Kilmer
Tuesday Sept. 16

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4:00 P.M.: Clear and fair. Bright moonlight. Moonset at 3:57. Light breeze to moderate S.E. breeze. Lighted a number of schooners. At 12:30 last night of Chatham St. bearing S 89° E (true). At 2:30 made sail to topgallant sails, except courses, at end ship under fore and aft sail, topsails and topgallant sails, and steam from two boilers on course S.E. (true).
Steam, 89; Race, 343.
Lt. S. 8900:-

Fair and pleasant. Breeze to moderate breeze from S.E. Perimeter race. Ship on course S.E. (true) under steam from boiler Band C and with all fore and aft sail, topsails and topgallant sails until 5:25 when changed course to S.W. (true), patent log 400, took in main by rail and at the fore sail. Sent apprentices over the main head. Thermometer registered temperatures, forward 68-65, aft 67-65, small room 67-65, no fresh air. Several small sail, sighted during the watch the steam, 89, de revolution, 343.

8:00 P.M. Meridian. Partly cloudy, fair and pleasant. Moderate breeze from S.E. d. beginning of watch under steam boiler Band C and all plain sail to respect of light breeze. At 8:00 changed course to N.W. (true), pat. 600. At 8:15 changed course to S.W. (true), pat. 750. At 8:30 mustered crew at quarters. Expired as per routine from 7:30 to 10:30 and 10:45 to 11:30. At 9:00 sounded in 3d factious water course gray sand and gravel. At 10:00 sounded in 2d factious water course black specks. At 11:00 sounded in 2d factious water course gray sand. The commanding officer awarded the following punishments: Peter H. H. (A.S.C.) talking disorderly and undisciplined, 1st drill, 12 hours at 1st duty. William H. (A.S.C.) no watch mark at quarters, 6 hours at 1st duty. At 10:30 sighted "Mantel School Light". Vessel 1 point on starboard bow. Passed our steamer and sighted two schooners. Lt. S. 89, de revolution, 343.
Lt. S. 8900:-

Meridian to 4:00 P.M.: Breeze with pleasant weather, a thin sheet of rain, steady over southern half of ship, gusty breeze from S.E. by 4 and sea very ground swell. At 10:00 patent log reading 329 changed course to W by standard compass. The White Star Line steamer Oceanic passed, steaming West. At 1:20 patent log reading 321. Mantel School Light was ahead. At 1:40 patent log reading 329. Mantel School Light ahead. Lt. S. 8900:- From magnetic distant about 7 tenths of a mile. Last third period routine drills. These signals were made: by lights, U.B. by Crew, 2, K.C. Hauled down the flying jib and foremast stay sail at about 1. At the end, the ship is steaming with Band C boiler under all plain sail, over the flying jib, mainmast and spanker, and rolling easily to the right. The light ship is out of sight. Two schooners are in sight.
Lt. S. 8900:-

4:00 P.M.: Clear, pleasant weather. Moderate breeze from S.E. by 4. At 4:00 allowed fuel to distil under boiler C and at 4:20 stopped the engine and uncoupled propeller. Began distilling with steam from boiler B at 4:30. At 4:30 mustered at quarters. Had sail hoist, put on reef in topsails and at topgallant sails in 5 min. time; put close reef in topsails in 5 minutes; shook out reef and made sail to topgallant sails in 3 minutes. Inspected magazine and shell room; finding temperatures normal and air fresh. Packed out in boiler heat 5:00. At end ship under all plain sail to topgallant sails except mainmast and spanker in course. W by 1 with wind on starboard quarter.
Lt. S. 8900:-

5:00 P.M.: Clear but cloudy over, pleasant and bright moonlight. Moderate breeze from S.E. Perimeter rising. Ship on course W by 1, under all and all square sail to topgallant sail except mainmast. Distilling with boiler C. At 5:00 sounded to General Quarters; cast loose and provided with minutes; and secured in 3 minutes. At 5:30 again sounded to General Quarters; all divisions reported in 3 minutes and secured in 3 minutes.
Lt. S. 8900:-

8:00 P.M. Midnight. Breeze clear, fair and pleasant. Bright moonlight. Moderate breeze from S.E. breeze to moderate S.E. breeze. Lighted a number of schooners. At 12:30 last night of Chatham St. bearing S 89° E (true). At 2:30 made sail to topgallant sails, except courses, at end ship under fore and aft sail, topsails and topgallant sails, and steam from two boilers on course S.E. (true).
Steam, 89; Race, 343.
Lt. S. 8900:-

Examined and found to be correct.
Lt. S. 8900:-

LOG of the UNITED STATES

Sailing Ship Essex

Third Rate,

Making Passage from Portsmouth Mass to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.				State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Forms d. by symbols.		Moving form.	Amount estimated.			
A. M.																					
1	5	3	57.2	Nby S	Eby S		4			30.37	63	61	57	67	b.c.	S. S.			1	M	
2	5	2	62.6	"	"		4			30.37	63	61	57	67	"	"			1	"	
3	4	9	67.5	"	"		4			30.35	63	61	57	67	"	"			1	"	
4	5	0	72.5	"	"		4			30.35	63	61	57	67	"	"			1	"	
5	4	8	77.3	"	E. N. E.		4			30.36	63	61	57	67	"	"			2	"	
6	5	1	82.4	"	"		4-5			30.36	63	62	58	67	"	S. S.			2	"	
7	4	7	87.1	"	"		4			30.36	63	62	58	69	"	S. S.			2	"	
8	4	8	91.9	"	"		4			30.37	64	62	59	70	"	"			2	"	
9	4	5	96.4	"	"		4			30.39	65	66	61	70	"	"			3	"	
10	5	6	20	N. S. N.	"		4			30.39	65	67	61	70	"	"			3	"	
11	4	7	6.7	"	Eby S		4			30.39	65	68	62	70	"	"			3	"	
Noon.	4	8	11.5	"	"		4			30.39	65	69	63	70	"	"			3	"	

Position at 8 A. M. { Latitude by
Longitude by

39° 49' " S

71° 26' " W

Latitude by observation

39° 39' " S

Longitude by observation

71° 46' " W

Position at noon:

Latitude by D. R.

39° 31' 30" S

Longitude by D. R.

71° 50' " W

Course made good since preceding noon:

N. S. N. (course)

Distance made good since preceding noon:

130 miles.

Distance by Log since preceding noon:

128.6 miles.

Current per hour: 1/6 miles, set N. E. true.

Position at 8 P. M. { Latitude by
Longitude by

39° 14' 30" S

72° 35' " W

Variation of compass:

10° " W

Error of compass observed at 7.40 am.

17° 17' " W

Deviation of compass on 87° N.

7° 17' " W

Water expended during the preceding 24 hours.

550 gallons.

Water Distilled during the preceding 24 hours.

1600 "

Water remaining on hand fit for use at noon.

2700 "

Coal consumed during the preceding 24 hours.

2 tons, 1740 lbs.

Coal remaining on hand at noon.

75 " 1455 "

P. M.																			
1	4	5	16.0	N. S. N.	E. N. E.		4			30.38	66	69	63	70		b.c.	S. S.		6 M
2	5	0	21.0	"	N. E. by E.		4			30.37	66	67	62	70		"	"		7 "
3	4	8	28.8	"	"		4			30.36	66	66	62	69		"	"		7 "
4	4	7	30.7	"	"		4			30.36	66	67	62	67		"	"		5 "
5	4	3	35.0	"	E. N. E.		4			30.35	66	66	62	67		"	"		8 "
6	3	7	48.7	"	"		4			30.34	66	64	61	67		"	"		7 "
7	3	1	41.8	"	E. by S		3			30.33	68	64	61	66		"	"		5 "
8	2	3	44.1	"	"		3			30.36	68	64	62	66		"	"		3 "
9	1	3	44.6	"	N. E. by E.		1			30.33	68	65	64	65		"	"		6 "
10	3	0	47.6	"	E. N. E.		1-2			30.32	67	67	66	65		"	"		6 "
11	3	8	54.4	"	Eby S		3			30.32	69	67	66	65		"	"		5 "
Mid.	3	3	54.7	"	"		3			30.31	68	67	66	65		"	"		5 "

under the command of

Commander L. C. Kuitert
Wednesday September 17

, U. S. Navy,

, 1902 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced wind veered W.S.W. Began with clear cool weather, full moonlight, moderate breeze from Ebyk, and a moderate swell following. A large white steamer crossed stern straining about 8 P.M. At the end the ship was under all plain sail & 100 gunpowder sails saw the masts and some of the spunkier steering. By S by standard compass and rolling through the forenoon sea becoming rougher with 3 bar.

Jenn A Haywood L.H.B. 1891

4th Nov. - Clear pleasant weather. Moderate to stiff E & E breeze. Down set at 5:20. Moderate S.W. swell, ship rolling easily. Inspected magazines and shell room - normal temperatures and air fresh. Distilling with boiler B at 7:30 at the royal. At mid ship under all plans sail to royal except flying jib, mainmast and spanker, while the wind on point on the starboard quarter on course. W. S. (rec.)

8:00 AM to Mandiana. Fair and pleasant weather. Moderate breeze from E.N.E. to E. by N. Barometer steady. Ship on course N by S (true) under full and square sail. No repairs except man overboard until 4:00 when changed course to N.N.W. (true) Patent log 94.4. By order of the Captain released, Quercy (No. 2) and confined Williams J. (No. 3) on board and others in accordance with punishment awarded. The Captain awarded the following punishment: Williams E. (No. 20) neglect of duty - 5 days solitary confinement on bread and water; Switzer J. B. (No. 31) offences in possession with beer and no money; Switzer J. B. (No. 32) using threatening language - 5 days solitary confinement on bread and water. A merchant vessel passed head to the westward and made signal G.C. we answered and made number. Set clock back 5 minutes. Distilling with boiler B.

Meridian to D.M.:-

Clouds fair and pleasant. Moderate breeze from S.W. to S. and S.W. to E. Throughout watch
ship on course W. N. (true) under jib and all square sail. 1 royal, 4 reef, main sail. Tanned
clothing and small stores to crew. Distilling with Boiled H. Spanned Emiguel 4/21
12.30 AM.

Begin with cloudy pleasant weather, moderate breeze from E.N.E. and a moderate following sea. Made the afternoon inspection of magazines and found the air fresh and the temperature normal. The temperatures were 68° and 67° forward, 69° and 65° aft, and 68° and 68° in the passacore below. At 6.15 mistreated at quarters. Had sail dried. Curled the royal, single reefed the top sails, and set the topgallant sails in 2 minutes and 15 seconds, furler the topgallant sails and clew reefed the top sails in 3 minutes and 19 seconds, furler and set the topgallant sails in 2 minutes and 13 seconds. At the end the ship is under all plain sail to topgallant sails, save the main sail and spanker, steering N.W. by standard compass and rolling to the wind. Distilled with steam from 3 boilers.

Geo. A. Hayward Dec 11/64

6 to 8 PM. Clear and pleasant. Bright moonlight. Moderate E. & S. breeze, falling to gentle and hauling to E by N. At 8:00 stopped distilling and allowed fires to die out in boiler. Boat and ship under all plain sail to top gallant masts. Shift mainmast and sparker on course. W. S. N. ship rolling nearly to moderate swell.

8 PM to midnight. -

W. S. N. ship. L. J. M. M. M.

Cloudy and pleasant. Bright moonlight. Light ^{gale} to gentle breeze from N by E. haulins
to E by N. Barometer fell slightly. Ship on course N. N. W. (true) under full and square sails
with all sails except mainail. Ship rolling and pitching early to an Easterly swell.
Fires banked in B^r boiler.

32 Briggs, Ensign U.S.N.

Examined and found to be correct.

W. H. L. and Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Making Passage from Provincetown, Mass to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.				Amount of Rain.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Wind at Mast.	Water at Surface.		Forms of clouds, by symbols.	Moving from.				
A. M.																						
1	3	3	58.0	N. S. H.	S by E		3			30.30	68	68	66	71	h.c.p.	bcn			7	M		
2	4	2	62.2	"	S. E. by E		3			30.30	68	68	67	71	"	"			8	"		
3	4	3	66.5	"	S. E.		3			30.29	68	68	67	70	"	"			9	"		
4	4	9	71.4	"	"		4			30.27	69	68	67	70	"	"			9	"		
5	4	9	76.3	"	"		4			30.26	68	68	67	70	h.c.	S. c.			9	"		
6	5	2	81.5	"	"		4			30.28	69	68	67	70	h.c.p.	"			9	"		
7	4	2	85.7	"	E. S. E.		4			30.27	69	68	67	70	h.c.p.	"			9	"		
8	5	5	89.2	"	"		3			30.26	69	68	67	70	h.c.p.	S. c.			9	"		
9	2	5	91.7	"	"		3			30.29	69	69	67	67	h.c.	S. c.			8	"		
10	2	9	94.4	"	"		3			30.30	69	70	68	68	"	"			8	"		
11	2	5	97.4	"	S. E. by E		3			30.30	70	70	68	68	"	"			7	"		
Noon.	2	5	100.1	"	S. E.		3			30.29	70	71	69	70	"	"			8	"		

Position at 8 A. M. { Latitude by *DR.* $38^{\circ} 44'$ " *A*
Longitude by *Ch.* $73^{\circ} 13'$ " *M*
Latitude by observation $38^{\circ} 38'$ " *A*
Longitude by observation $73^{\circ} 23'$ " *M*
Position at noon: { Latitude by D. R. $38^{\circ} 39'$ " *A*
Longitude by D. R. $73^{\circ} 23'$ " *M*
Course made good since preceding noon: *S. by N. 4/8 N. (mag)*
Distance made good since preceding noon: *88.7* miles.
Distance by Log since preceding noon: *88.7* miles.
Current per hour: miles, set — true.
Position at 8 P. M. { Latitude by *DR.* $38^{\circ} 12'$ " *A*
Longitude by *Ch.* $73^{\circ} 51'$ " *M*
Variation of compass: *Cloudy* " *M*
Error of compass observed at " " *M*
Deviation of compass on " " *M*
Water expended during the preceding 24 hours, *530* gallons.
Water *Distilled* during the preceding 24 hours, *750* "
Water remaining on hand fit for use at noon, *2900* "
Coal consumed during the preceding 24 hours, *1* tons, *485* lbs.
Coal remaining on hand at noon, *74* " *970* "

P. M.																				
1	2	9	3.0	N. S. H.	S. E.		3			30.29	70	71	69	70		h.c.	bcn		7	S
2	3	5	6.5	S. N. 3/4 N.	"		3			30.27	70	70	68	70		"	"		7	"
3	3	4	9.9	"	S. E. by E		3			30.25	70	70	68	70		"	"		5	"
4	4	0	13.9	"	"		3			30.28	70	70	68	70		"	"		9	"
5	3	1	17.0	"	"		3			30.24	70	70	68	70		"	"		9	"
6	3	5	20.5	"	S. E.		3			30.23	70	68	68	68		"	"		9	"
7	3	8	24.3	S. N. by N.	S. E.		3			30.23	71	68	67	69		"	"		4	"
8	3	3	27.6	"	S. E. by E		3			30.23	71	68	67	69		"	"		4	"
9	3	6	31.2	"	"		3			30.23	72	68	67	69		"	"		6	"
10	3	2	34.4	"	S. E.		3			30.23	72	68	66	68		"	"		9	"
11	3	6	38.0	"	S. E.		3			30.24	72	68	66	68		"	"		9	"
Mid.	3	4	41.4	"	S. by E		3			30.23	71	68	66	69		"	"		7	"

under the command of

Commander L. C. Whipple
Thursday September 18

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 8 AM: Cloudy, with light passing showers. Breeze to moderate breeze from E by S. Moderate sea. Under jib and square sail, to top gallant sails except mainsail. Course N.W. Patent log at end of watch 7 1/2. Sigs! banded fire boiler.

8 AM: Begins with cloudy pleasant weather, with occasional very short drizzles and passing showers, moderate breeze from N.E. and a moderate swell from east but the breeze from the foremast head. The wind came full of flaws and squalls and variable. Made the morning inspection of magazines and found the air fresh and the temperatures normal. The temperatures were 68° and 67° forward, 61° and 65° aft, and 68° and 66° in the foremast locker. At the end the ship is under all plain sail to top gallant sails save the mainsail and the spanker, steering N.W. by standard compass. Under way ready to go easy.

8 AM to Noon: Generally cloudy, pleasant weather, gentle E by S breeze backing to N.E. 10:30 beat to general quarters, cast line and provided in 4 minutes 30 seconds, receiving 1000 lbs. The Captain awarded the following punishment to W. B. Brownan 40 strokes, absenting himself from equal instruction without permission, 10 hours extra duty (6 extra night lookouts) 20 royals at 8:10. Commenced distilling with boiler No. 2 at 8:30. At end the ship is under all plain sail, to royals except flying jib, mainsail and spanker, on course N.W. by Sigs! banded battery.

Midnight to 4 PM: Cloudy and pleasant. Gentle breeze from N.E. by E. to N.E. by S. Breeze backing to N.E. Ship on course N.W. (true) under jib and all square sail, to royals except mainsail until 1:00 when changed course to S.W. by N. (true) patent log 30. Stopped distilling at 2:00 and allowed fire to die out in S boiler. Had routine drill for the air period. Last at morning drill 1 bell from for Call gun #119, 2 schooners and one steamer sighted during the watch.

4 PM to 8 PM: Cloudy and cool. Gentle breeze from N.E. by E. and N.E. At beginning of watch on course S.W. by N. (true) under jib and all square sail, to royals except mainsail and spanker. Inspected magazines, temperatures normal, no foul air. At 4:00 called all hands to shift topsails. Shifted as follows: fore topsail, 10 minutes, main de 5 minutes 30 seconds. Eased royals. At 6:00 changed course to S.W. by N. (true) log 30. At 6:00 sounded 1000 lbs. fine grey sand.

8 PM to Midnight: Begins with clear pleasant weather, gentle breeze from N.E. and an easy swell from right astern. The moon rose at 6:44. During the second hour the wind several times backed as far as North for short periods and then hauled again. Dracyn up and hauled the foremast stay sail. At the end the ship is under the foremast stay sail and all plain sail to top gallant sails, save the mainsail, steering S.W. by N. standard compass. At 8:00 got a lot in 10 fathoms, fine yellow sand, and broken shells.

8 PM to Midnight: Cloudy pleasant weather. Moon shining behind clouds. Gentle N.E. breeze backing to North. Gentle ground swell; ship rolling easily. At end under foremast stay sail and all plain sails to top gallant sails except spanker and mainsail, on course S.W. by N. (true) wind abeam starboard beam.

Examined and found to be correct.

L. C. Whipple Navigator.

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

Making Passage from Portsmouth Mass to Gloucester Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather by symbols.	CLOUDS.			Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry.	Air Wet.	Wind at surface.	Wind at 1000 ft.		Forms of clouds by symbols.	Moving form.	Amount, percentage.	
A. M.																			
1	3	9	45.3	S by N	N by E	4			30 23	69	68	66	69	bc.	bc.	sc	8	8	8
2	4	3	47.6	"	"	4			30 22	69	68	66	69	"	"	"	7	"	"
3	4	9	54.5	"	S by E	4			30 20	69	68	66	69	"	"	"	7	"	"
4	4	6	59.1	"	"	4			30 20	69	68	66	69	"	"	"	7	"	"
5	4	7	53.8	"	"	4			30 20	69	68	66	69	"	bc.	"	3	"	"
6	4	5	68.3	"	"	4			30 21	70	67	66	69	bc.	"	"	10	"	"
7	5	3	73.6	"	"	4			30 23	70	66	65	69	"	"	"	10	"	"
8	5	4	79.0	"	"	4			30 23	68	66	65	68	"	bc.	"	10	"	"
9	5	5	84.5	"	N by E	4			30 24	68	66	65	69	"	bc.	"	10	"	"
10	5	8	90.8	"	"	4			30 25	68	67	65	69	bc.	bc.	"	10	"	"
11	5	3	95.6	"	"	4			30 24	68	68	66	69	"	bc.	"	9	"	"
Noon.	6	3	1.9	"	"	4			30 23	68	68	66	69	"	"	"	9	"	"

Position at 8 A. M. { Latitude by DR

Longitude by DR

Latitude by observation

Longitude by observation

Position at noon:

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 1/2 miles, set West true.

Position at 8 P. M. { Latitude by DR

Longitude by DR

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water Dutied during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																			
1	5	1/2	2.5	West	N by E	4	4	30 21	68	68	66	69	bc.	bc.	sc	9	8	8	
2	5	7	13.4	"	"	4	4	30 21	68	70	77	69	"	"	"	6	"	"	
3	4	2	17.6	"	"	4	4	30 20	68	68	66	68	"	"	"	6	"	"	
4	3	5	24.1	"	S by E	3-4	4	30 20	68	68	66	68	"	"	"	7	"	"	
5	1	2	22.3	N by E	N by E	2-3	4	30 20	68	69	66	68	"	"	"	7	"	"	
6	1	5	22.3	N by E	N by E	2	4	30 19	68	68	67	68	"	"	"	7	"	"	
7	0	5	22.3	N by E	N by E	1	4	30 21	71	68	67	68	"	"	"	7	"	"	
8	1	4	22.7	N by E	N by E	2	4	30 21	71	68	67	68	"	"	"	7	"	"	
9	1	4	23.6	"	S by E	2	4	30 21	71	69	68	68	bc.	bc.	"	10	"	"	
10	1	5	24.0	"	N by E	2	4	30 21	71	69	68	68	bc.	bc.	"	10	"	"	
11	1	3	25.2	"	S by E	2	4	30 20	70	69	68	68	"	"	"	9	"	"	
Mid.	1	0	25.4	"	N by E	2	4	30 20	70	69	68	68	"	"	"	8	"	"	

under the command of

Commander L. C. Keesler
Friday September 19

, U. S. Navy,

1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4.00. Cloudy and damp weather. Squally till 4.15 P.M. and then fresh! Bright moonlight. Moderate breeze from N by E with. Barometer fell 1/4 in. on course N by W (see) under full sail, fore and aft and square sail, to topgallant sail except mainsail. Lived out in 3 boats at 2.0. A 2200 registered steamer headed about N by E and it was a right remainder of its watch.

Cloudy weather. Moderate breeze from North. Low clouds over. Under jib, foretopmast staysail, and all square sail, to topgallant sails at 500 set, royals and flying jib. Current S N by E 2 P. at end of watch 70. Lighted several sails and stammers during watch. Boat ascending at 800 in 20 fathoms, water fine gray sand and specks, shade morning ineffectiveness of magagnobles, temperature, fanned 68-69 off 15-66, inside 66-66, no foul air.

J. W. Brown, Lieut. U.S.N.

[illegible]

Mission 6 PM. - A generally cloudy, pleasant weather. Moderate E. breeze, falling lighter last hour. W.S.; changed course to that place, exposed as per routine for six periods at 8.00 took a sounding on 15-fms water, fine grey sand. Sighted a number of sail, at end ship under foremast stay sail, mignon gaff before and all plain sail aft. Sounded and spunked on course that with wind on starboard

W. H. Mearns Fairbanks

4.66 PM - Overcast but pleasant. Light northeasterly breeze. Barometer about steady. Ship on course W. with
(see) under all plain sail to regular except main sail and with the foremast stay sail and off
top sail until 5:00 when headed for the Cape Charles light ship, which was in sight throughout the
watch, steering about S. by W. 4 N. (see) at about 6:00 sighted Cape Charles light bearing about N. by W. 4 N.
(see) Had drifting topsails as sail drails, twice as follows: For fore top sail at time 4 1/2 min 2nd time
7 1/2 minutes at time 7 1/2 minutes. main top sails at time 9 minutes and time 14 minutes at time 8 minutes. Magnets
suspender, humpsteads forward 70-8, aft 70-7, small ones 70-57, no fuel air
32 Sings. Ensign 46

458706: Savanna pleasant. Light airs to light breeze from West by N by E. Smooth sea. Aeronautes clouds
Kindred, plain sail to royal, light-masted, also first-mast stepped and off to trail. By the
cond. making course N by N $\frac{1}{2}$ N until 1:35 then veer ship and set course. Ship & boat and further
royals, flying jib and gaff to trail and set main top sail. Boat and end of weight 277. Cape Charles
Ship and Cape Charles I saw and throughout watch. J. H. Downer, Lieut. U.S.N.

5 PM to Midnight: Began with cloudy misty and damp weather. Light breeze from north, and a very gentle swell from westward. The wind became variable in force and direction at 11:45. Cape Charles light disappeared bearing $216^{\circ} 40' N$. by standard compass ships head $54^{\circ} E$ and Cape Charles light $1^{\circ} 10' N$. A large cargo steamer overtaken and stood about 545. Moonlight at the end the ship is under the fourmast staylight. The mainmast sail and all stem sail to foremast sails, save the mainmast, steering $54^{\circ} E$. The planked wrap and rolling gently to the swell. The sea cloudy with much cross-tides and very uncomfortable.

George M. Hayward ~~Lucas~~

J. M. Hubbard *Land & Navigation*

LOG of the UNITED STATES

Training Ship Essex

Thurs. Rate,

Making Passage from Portsmouth Mass to Yorktown Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heed.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			Sign of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form of clouds, by symbols.		Moving from.	Amount, made to 10.		
A. M.																				
1	1	0	25.4	E by S.	N. by N.		1			30.20	71	69	68	68	a.c.m.	bc		10	8	
2	0	5		"	N. by N.		1			30.19	71	69	68	68	"	S		10	"	
3	0	8		"	N. by N.		1			30.18	71	69	68	68	"	"		10	"	
4	1	0		"	West		1			30.18	71	69	68	68	a.c.m.	bc		10	"	
5	—	—		Various	"		0-1			30.18	71	68	68	68	a.c.m.	bc		10	"	
6	0	7		E by S.	N. by N.		0-1			30.19	71	69	68	68	"	"		10	"	
7	—	—		"	N. by N.		0-1			30.20	71	69	68	68	"	"		10	"	
8	—	—		"	N. by N.		0-1			30.23	71	70	69	68	"	"		10	"	
9	At day way			S. E. 1/2 E	Calcut		0			30.25	73	72	71	69	h.c.m.	bc		9	"	
10	—	—		S. E. 1/2 S	"		0			30.24	73	72	71	69	"	"		9	"	
11	0	5		S. E.	N. by E		0-1			30.23	73	72	71	69	"	"		8	"	
Noon.	1	2		E by S.	N. E by S		1			30.23	73	72	71	69	"	"		9	"	

Position at 8 A. M. { Latitude by DR
Longitude by DR
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

37° 00' " A
75° 23' " H
36° 57' " A
75° 24' " H
36° 58' " A
75° 24' 30" " H

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 1 miles, set S. by E. true mag.

Position at 8 P. M. { Latitude by DR
Longitude by DR

S. by E. mag.
33 miles.
33.0 miles.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

36° 12' " A
75° 11' 30" " H
550 gallons.
" "
1954
tons, 1520 lbs.
73 " 935 "

P. M.																				
1	1	1		S. E. 1/2 E	N. by E		1			1. 30.22	73	71	70	69	h.c.m.	bc		9	"	
2	1	4		E 1/2 S	Starck		1			1. 30.21	70	72	71	69	"	"		9	"	
3	1	7		East	"		1			1. 30.20	70	72	71	69	"	"		9	"	
4	1	5		"	"		1			1. 30.20	70	72	71	69	"	"		9	"	
5	2	0		E by S	N. E by S		2			1. 30.21	70	72	71	69	h.c.p.	"		9	"	
6	2	6		S. E. 1/2 S	E by S		2			1. 30.22	72	72	71	69	h.c.m.	"		9	"	
7	2	3		S. E. 1/2 E	E. N. E.		2			1. 30.22	72	72	71	69	h.c.p.	"		9	"	
8	1	0		Various	E by S		1			30.20	72	72	71	69	a.c.m.	"		10	"	
9	2	0		N. 1/2 E	"		2			1. 30.20	73	72	72	69	a.c.m.	"		10	"	
10	2	0		N. 1/2 E	"		2			1. 30.20	73	72	72	69	a.c.m.	"		10	"	
11	1	1		Starck	"		2			1. 30.20	72	72	72	69	h.c.p.	"		9	"	
Mid.	2	0		"	"		2			1. 30.20	72	72	71	69	"	"		9	"	

under the command of

Commander L. C. Hulbert
Saturday September 20

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and noted 11 AM. Overcast and cloudy; light breeze last hour. Light air from N. N. W. barometer to West. Moon shining behind clouds at 1200 hoisted up spunkies and main-
trysail and squared away. At 1200 under foretopmast staysail and all plain sail to top-
gallant sails hoisted mainsail and spunkies on course. Ship 8 with wind off.
11:50 AM:-

V. M. Whipple, Lieutenant.

Overcast hazy around the horizon. Calm to light air variable in direction. Barometer rose.
Ship under jib, foretopmast staysail and square sail to topgallant sails, hoisted mainsail until
7:30 when set the royals No steering way the greater part of watch. Ship heading from East to
S. E. Boat apparently over the masthead. Cold day. Magazines inspected; temperatures
forward 70-67 aft 69-67 small arm 70-67 no foul air. Merchant steamer passed head to the
Eastward.

J. B. Bagg, Surgeon.

Meridian to Meridian: Cloudy weather. Calm and light air from N. E. to N. N. E. Smooth
sea. Under jib, foretopmast staysail and all square sail to royals hoisted mainsail at 10:30 set
spunkies at 10:50 set main trysail. Without steering way for three hours on course. Ship 8 at
hour took soundings at noon in 16 fathoms water. The Captain awarded the following finish-
ments: viz. Bowman W. A. App. 3.0 leaving backward watch, 12 hours extra duty, 10 night
watches. Johnson A. H. App. 3.0 using disrespectful language, 6 hours extra duty. Ross W. A. 4.9
Bowman W. A. and Johnson A. H. raising a disturbance around deck and showing extra
duty in night lookout. Crew engaged cleaning ship.
Meridian to 4 PM:-

J. H. Brown, Lieutenant.

Days cloudy hazy weather; light air from N. E. and a gentle swell. Day day. A large
steamer passed broad in for the Cape. The wind backing to North and the ship came
to her course East by standard compass at 1:30. At this time the ship is by the wind on the
port tack under the foretopmast staysail, maintopmast and all plain sail to royals. Saw
the merchant steamer East by standard compass.

Georg N. Halpern, Lieutenant.

1:50 PM:- Cloudy, with passing showers first hour of watch. Light B. air increasing to
light breeze and hauling to East. Inspected magazines and shell room temperatures
normal no foul air. At end ship close hauled on port tack under foretopmast staysail,
maintopmast and all plain sail hoisted mainsails steering about 45-55 (see)
1:50 PM:-

J. B. Bagg, Surgeon.

Forecast light drizzling rain at times. Lightning to the S. E. Weather to light air from
E. N. E. to E. Barometer fell. Ship by the wind port tack under jib, foretopmast staysail,
square sail to topgallant sails hoisted mainsail and with the maintopmast and spunkies until
7:30 when wore ship and brought by the wind starboard tack under same sail and gear heading
about N. E. (see).
8 PM:-

J. B. Bagg, Surgeon.

Cloudy weather with light drizzling rain at intervals. Lightning to the S. E. and E. N. E.
first hour. Barometer steady. Light breeze from E. N. E. Under all plain sail
to topgallant sails hoisted mainsail, foretopmast staysail and maintopmast close set. By the
wind until 10:30 making course N. E. to E. N. E. At 10:30 set course North. Took soundings at
9:00, 17 1/2 fathoms; 10:00, 18 fathoms; 11:00, 14 1/2 fathoms; 12:00, 10 1/2 fathoms.

J. H. Brown, Lieutenant.

Examined and found to be correct.

J. H. Brown, Navigator.

LOG of the UNITED STATES

Training Ship Cass

Third Rate,

Sailing Passage from Portsmouth Mass to Galveston Texas at anchor in Chesapeake Bay

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heed.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.		Amount of Rain.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry Bulb.	Wet Bulb at Surface.		Form of clouds, by symbols.	Moving form.		
A. M.																	
1	1	0	Ames	North	Eby N	2			10 30	21	71	68	sc. cl. m.	sc. cl. m.		10	10
2	1	0	"	"	"	1			30 20	72	71	68	sc. cl. m.	"		10	"
3	0	8	"	N 4 N	"	1			30 18	72	71	68	"	"		10	"
4	1	4	"	N 4 N 1/2 N	N E	3			30 17	72	71	68	"	"		10	"
5	2	0	"	"	N E by E	3			30 17	72	71	68	sc. cl. m.	"		10	"
6	2	5	"	N 4 N 1/2 N	E by E	3			30 16	72	71	69	"	"		10	"
7	2	5	24 6	N 4 N	E by E	3			30 17	72	71	69	sc. cl. m.	"		10	"
8	2	2	26 2	"	"	3			30 15	71	71	69	sc. cl. m.	"		10	"
9	3	0	28 5	N 4 N	"	3			30 17	71	71	69	sc. cl. m.	"		10	"
10	3	5	32 5	SE 1/2 E	"	3			30 23	71	71	69	"	"		10	"
11	3	7	36 2	SE 1/2 E	E by N	3 1/2			30 20	71	71	69	sc. cl. m.	"		10	"
Noon.	3	4	39 6	"	"	3 1/2			30 20	71	71	69	"	"		10	"

Position at 8 A. M. { Latitude by DR
Longitude by DR
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

39° 03' " N
70° 20' 30" " W
39° 30' " N
70° 16' " W

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set — true.

5 miles.
49.3 miles.

Position at 8 P. M. { Latitude by Drummie
Longitude by Drummie

37° 01' 45" " N
75° 09' 15" " W

Variation of compass: source

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

580 gallons.

Water during the preceding 24 hours,

1450 "

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

tons, 2200 lbs.

Coal remaining on hand at noon,

72 " 975 "

Hour	Wind	Speed	Course	Force	Direction by Standard Compass	Force	Height in inches	Ther. at d.	Air Dry Bulb	Wet Bulb at Surface	State of the Weather, by symbols	Form of clouds, by symbols	Moving form	Amount of Rain	State of the Sea
8.00	—	—	88.9	N 4 N	E by N	3	30 17	72	69	69	sc. cl. m.	sc. cl. m.		10	10
8.15	1	0	89.9	"	E by N	3	30 12	72	69	69	sc. cl. m.	"		10	"
8.30	—	8	90.7	N 4 N 1/2 E	E by N	3	30 11	71	70	69	"	"		10	"
8.45	1	0	91.7	N 4 N 1/2 E	E by N	3	30 08	71	70	69	"	"		10	"
9.00	1	6	93.3	sc. cl. m.	N E	5	30 07	71	70	69	sc. cl. m.	"		10	"
9.15	1	4	94.7	"	N E	5	30 08	72	70	69	sc. cl. m.	"		10	"
9.30	—	8	95.5	N 4 N 1/2 E	E by N	5	30 09	72	70	69	sc. cl. m.	"		10	"
							30 10	72	71	70	69	"		10	"
							30 10	72	71	70	69	"		10	"
							30 08	72	71	70	69	"		10	"
							30 07	72	70	70	69	"		10	"

LOG of the UNITED STATES, *Training Ship Essex**at anchor in Chesapeake Bay.**Wind* Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Forms of clouds, by symbols.		Moving from.	Amount.		
A. M.																			
1	<i>At anchor</i>			<i>N. by E.</i>	<i>N. by E.</i>	<i>5-5</i>			<i>30.04</i>	<i>72</i>	<i>70</i>	<i>70</i>		<i>a. c. g. n.</i>	<i>Sc. n.</i>			<i>10</i>	
2	"			<i>N. by E.</i>	"	<i>5-5</i>			<i>30.02</i>	<i>72</i>	<i>70</i>	<i>70</i>		"	"			<i>10</i>	
3	"			<i>South</i>	"	<i>5-5</i>			<i>30.01</i>	<i>72</i>	<i>70</i>	<i>70</i>		<i>a. c. g. n.</i>	"			<i>10</i>	
4	"			"	<i>South</i>	<i>5-5</i>			<i>29.99</i>	<i>71</i>	<i>70</i>	<i>70</i>		"	"			<i>10</i>	
5	"			<i>N. by E.</i>	"	<i>5</i>			<i>29.99</i>	<i>71</i>	<i>70</i>	<i>70</i>		<i>a. c. g. n.</i>	<i>Sc. n.</i>			<i>10</i>	
6	"			"	<i>N. by E.</i>	<i>4</i>			<i>29.99</i>	<i>71</i>	<i>71</i>	<i>71</i>		<i>b. c. n.</i>	"			<i>10</i>	
7	"			"	<i>N. by E.</i>	<i>4</i>			<i>30.00</i>	<i>71</i>	<i>71</i>	<i>71</i>		<i>a. c. n.</i>	"			<i>10</i>	
8	"			"	<i>N. by E.</i>	<i>4</i>			<i>30.02</i>	<i>72</i>	<i>70</i>	<i>70</i>		"	"			<i>10</i>	
9	"			<i>N. by E.</i>	"	<i>4</i>			<i>30.04</i>	<i>72</i>	<i>71</i>	<i>70</i>		<i>a. c. g. n.</i>	<i>Sc. n.</i>			<i>10</i>	
10	"			<i>N. by E.</i>	"	<i>4</i>			<i>30.05</i>	<i>72</i>	<i>71</i>	<i>70</i>		<i>b. c. n.</i>	<i>Sc. n.</i>			<i>9</i>	
11	"			<i>East</i>	"	<i>4</i>			<i>30.04</i>	<i>72</i>	<i>72</i>	<i>71</i>		"	"			<i>9</i>	
Noon.	"			<i>South</i>	"	<i>4</i>			<i>30.05</i>	<i>72</i>	<i>71</i>	<i>70</i>		<i>b. c. n.</i>	"			<i>9</i>	

Position at 8 A. M. { Latitude by
Longitude by

° ' "

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

° ' "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

Current per hour: miles, set

true.

55.9 miles.

Position at 8 P. M. { Latitude by
Longitude by

° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

550 gallons.

Water *Distilled* during the preceding 24 hours,

1050 "

Water remaining on hand fit for use at noon,

14500 "

Coal consumed during the preceding 24 hours,

2 tons, 780 lbs.

Coal remaining on hand at noon,

68 " 175 "

P. M.																			
1	<i>At anchor</i>	<i>N. by E.</i>	<i>N. by E.</i>	<i>4</i>	<i>30.02</i>	<i>72</i>	<i>71</i>	<i>70</i>	<i>b. c. n.</i>	<i>Sc. n.</i>								<i>9</i>	<i>P.</i>
2	"	<i>N. by E.</i>	<i>N. by E.</i>	<i>4</i>	<i>30.01</i>	<i>72</i>	<i>71</i>	<i>70</i>	"	"								<i>9</i>	
3	"	<i>N. by E.</i>	<i>South</i>	<i>4</i>	<i>30.02</i>	<i>73</i>	<i>72</i>	<i>70</i>	<i>b. c. n.</i>	"								<i>8</i>	
4	"	"	"	<i>4-6</i>	<i>30.02</i>	<i>73</i>	<i>73</i>	<i>70</i>	<i>b. c. n.</i>	"								<i>8</i>	
5	"	"	"	<i>5-6</i>	<i>30.02</i>	<i>73</i>	<i>72</i>	<i>70</i>	"	"								<i>9</i>	
6	"	"	"	<i>5-6</i>	<i>30.03</i>	<i>73</i>	<i>70</i>	<i>71</i>	<i>b. c. n.</i>	"								<i>9</i>	
7	"	<i>South</i>	"	<i>5</i>	<i>30.05</i>	<i>74</i>	<i>70</i>	<i>70</i>	<i>b. c. n.</i>	"								<i>9</i>	<i>6</i>
8	"	"	"	<i>5</i>	<i>30.05</i>	<i>74</i>	<i>70</i>	<i>70</i>	<i>b. c. n.</i>	"								<i>9</i>	
9	"	"	"	<i>6</i>	<i>30.05</i>	<i>73</i>	<i>70</i>	<i>69</i>	<i>b. c. n.</i>	"								<i>9</i>	
10	"	"	"	<i>6</i>	<i>30.05</i>	<i>73</i>	<i>70</i>	<i>69</i>	<i>a. c. n.</i>	"								<i>10</i>	
11	"	"	"	<i>5</i>	<i>30.06</i>	<i>73</i>	<i>69</i>	<i>69</i>	"	"								<i>10</i>	
Mid.	"	"	<i>N. by E.</i>	<i>5</i>	<i>30.06</i>	<i>73</i>	<i>69</i>	<i>69</i>	"	"								<i>10</i>	

under the command of

Commander L. C. Hubner
Monday September 22

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and gusts 44.46. Borecast and squally with rain, throughout watch. Barometer falling slowly. Hauls to stiff breeze from N.E. and North. Fire hauled in boiler A & C. Distilling with boiler B.

Robert P. Sparrow Ensign U.S.N.

At 1 A.M.: Began with cloudy weather, moderate rain, and stiff breeze from North. Small patches of clear sky during second hour. The wind hauled to N.E. and then to N. and fell to moderate breeze. Steam with hauled fire in A and C boilers. Distilling with steam from C boiler. Made the morning inspection of magazines and found the fire safe and the temperature normal. The temperature was 72° forward, 72° and 69° aft, and 71° and 70° in the forenoon locker. Drizzling after first hour.

P.M. to Midnight:-

Leop. A. Hayman

Lieut. J. W. Hall

Borecast cloudy and squally with occasional light drizzling rain. Moderate breeze from N.E. by N. During flood from 11.00 to 11.30. At 11.30 mustered at quarters and had physical drill, after which had ration drill and exercises for 1st and 2nd periods. By order of the Commanding Officer released J. H. Williams, App. SC from confinement, his sentence having expired, and placed J. Fisher, C. & C. in solitary confinement on bread and water for 5 days in accordance with punishment awarded Sept. 12 for neglect of duty and insubordination. The Commanding Officer awarded the following punishments: To Witten, swearing, 10 hours extra duty; Dr. Savage, not putting on dress undulating for Sunday, 10 hours extra duty; J. C. Barker, molting himself extra duty; A. J. Stewart and W. H. Lewis, on duty, lost fire twice, 10 hours extra duty; J. C. Chapin, W. A. Bowman and W. H. Halliday, not taking bag below when ordered, 6 hours extra duty; A. S. Fenton and A. R. Cook raising disturbance at mess formation, 6 hours extra duty; D. L. Cassin, tobacco in forenoon 2 weeks extra duty, all of the above apprentices and crew. Hauled fire in boiler A & C. Distilling with boiler B.

Meridian is 4.07 M.: Cloudy, squally around the horizon. Light drizzle at times first part of watch. Moderate breeze from N.E. by N. hauling to N. Barometer steady. Many growing well. Had ration drill for the 3rd period and the 3rd day. Had gallery target practice from 2.00 to 3.00. Thorough test made of life hoys and found them in good order. Fire hauled in A & C and distilling with B.

At 5.00 P.M.: Cloudy squally and raining. Stiff to fresh breeze from North. Inspected magazines. Temperature normal, no foul air. At 11.30 mustered crewal quarters. Fire hauled in boiler A & C. Distilling with B boiler.

Robert P. Sparrow Ensign U.S.N.

At 8.00 P.M.: Began with cloudy weather, moderate rain, and stiff breeze from North with a short sea. The rain stopped after first hour. Steam with hauled fire in A & C boilers and distilling with steam from B boiler.

Leop. A. Hayman

Lieut. J. W. Hall

P.M. to Midnight:-

Borecast, cloudy and squally. Drizzling first half, then light rain. Stiff to fresh North wind. Hauled fire under boiler A & C, distilling with boiler B.

W. H. Hall, Lieut. J. W. Hall

Examined and found to be correct.

J. M. Hubbard

Lieut. J. W. Hall

Navigator.

LOG of the UNITED STATES

Training Ship Essex

At Anchor in the Chesapeake Bay

Third Rate,

Hour.	Wind.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			The State of Sea.
				Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			Forms of, by symbols.	Moving form.	Amount, estimated.	
A. M.																		
1	At anchor	At 11.	At 11.	At 11.	46			30.02	70	69	69		a.c.m.	bc. n			10	0
2	"	"	"	"	46			30.02	71	69	68		a.c.m.	bc. n			10	"
3	"	"	"	"	46			30.02	71	69	68		a.c.m.	bc. n			10	"
4	"	"	"	"	45			30.02	71	69	68		"	bc. n			10	"
5	"	"	"	"	45			30.02	71	69	68		a.c.m.	bc. n			10	"
6	"	"	"	"	45			30.06	71	69	69		a.c.m.	bc. n			10	"
7	"	"	"	"	4			30.08	71	69	68		a.c.m.	bc. n			10	"
8	"	"	"	"	4			30.09	71	69	68		"	bc. n			10	"
9	"	"	"	"	4			30.10	71	70	68		bc. n	bc. n			9	"
10	"	"	"	"	4			30.10	71	71	69		bc. n	"			10	"
11	"	"	"	"	4			30.10	71	71	69		"	"			10	"
Noon.	"	"	"	"	4			30.10	71	71	69		"	"			10	"

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation

Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 3 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																		
1	At anchor	N. S. M.	At 11.	At 11.	4			30.09	71	70	69		a.c.m.	bc. n			10	0
2	"	"	"	"	4			30.09	72	71	69		bc. n	"			6	"
3	"	"	"	"	4			30.07	72	72	69		"	"			9	"
4	"	"	"	"	3			30.07	72	73	70		"	bc. n			5	"
5	"	"	"	"	3			30.08	72	71	68		"	"			4	"
6	"	"	"	"	3			30.07	72	71	70		"	"			5	"
7	"	"	"	"	2			30.09	72	71	71		"	"			5	"
8	"	"	"	"	1			30.08	74	70	70		bc. n	bc. n			1	"
9	"	"	"	"	1			30.09	74	70	70		"	"			2	"
10	"	"	"	"	2			30.10	74	70	71		"	"			2	"
11	"	"	"	"	2			30.11	74	70	70		"	"			2	"
Mid.	"	"	"	"	2			30.12	73	71	70		"	"			2	"

under the command of

Commander L. C. Schuler
Tuesday September 23

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 8 AM: Overcast, very damp, and unpleasant weather. Light breeze from S.W. Moderate to fresh breeze from S.W. to S.W. by E. Barometer steady. Stopped distilling at 1:35 and hauled fire in boiler B. This hauled in 2' and 3'.

J. Z. Borge, Engineer

8 AM to 10 AM: Overcast gloomy. Passing showers, latter part of watch. Moderate to stiff breeze from N.E. and North. Sent apprentices over mainmast. Suspected pyrexia, temperatures normal, no foul air.

Herbert P. Sparkes, Engineer

8 AM to Meridian: Began with cloudy weather, a thin drizzle, and moderate breeze from North. The Captain ordered these provisions to be taken to Jeffers, Mess Attendant, for having clothes in pack bag 4 hours extra duty; to L. D. O'Brien for receiving a disturbance at 10:15 hours, extra duty; to M. Brown for disobedience of orders 6 hours extra duty and to J. Carpenter for having no watch mark at quarters, 6 hours extra duty, the last three being apprentices 3 class. All 3 were suspected of quarrelsome and had physical drill. Had first and second period drills. Steam was hauled fire in A and B boilers.

Sergeant A. Haywood, Landman

Meridian to 4 PM: Clearing, pleasant weather. Moderate, decreasing to gentle S.W. breeze. Exercised at roadblock drills for 2nd period. Hauled fire in boilers A, B, and C.

H. K. Humphreys, Lieutenant

4 PM to 6 PM: Fair and pleasant. Gentle breeze from North to S.W. Barometer steady. Mustard at quarters at 4:30 and used out clean. Hammocks turned all east. Magazines inspected. Temperature forward 73° F, aft 70-69, small arm 73-71, no foul air. This hauled in boiler A, B, and C.

J. Z. Borge, Engineer

6 PM to 8 PM: Partly cloudy, hazy, damp. Light breeze to light air from S.W. and East. Hauled fire in boilers A, B, and C.

Herbert P. Sparkes, Engineer

8 PM to Midnight: Began with fair warm weather, cloudy, around horizon, and light breeze from East. At 9:10 began distilling into the tanks with steam from boiler. This was hauled in A and C. No moon rose at 10:30.

Sergeant A. Haywood, Landman

Examined and found to be correct.

John H. Hubbard, Lieutenant

Navigator.

LOG of the UNITED STATES

Trimming Ship Case
At Anchor in the Chesapeake Bay

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.			the State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.		Water at Surface.	Form of clouds, by symbols.	Moving form.	
A. M.																		
1			<i>At anchor</i>	<i>South</i>	<i>N. E. W.</i>		2			30 11 72	70	69		<i>hazy</i>	<i>Ca. S</i>			2
2			"	<i>S. E. W.</i>	"		2			30 11 72	70	69		"	"			2
3			"	<i>S. W. by S.</i>	"		2			30 11 73	69	68		"	"			2
4			"	"	"		2			30 11 73	69	68		"	"			2
5			"	<i>West</i>	"		2			30 10 72	70	69		"	"			2
6			"	<i>S. W.</i>	<i>S. W.</i>		2			30 10 71	70	69		"	"			2
7			"	<i>S. W. by W.</i>	<i>S. W. by S.</i>		2			30 12 71	70	69		"	"			3
8			"	"	"		2			30 12 71	70	69		"	"			3
9			"	<i>West</i>	<i>S. E. W.</i>		2			30 13 72	71	70		"	"			2
10			"	"	"		2			30 14 72	71	70		"	<i>Ca. S</i> <i>Ca. W.</i>			2
11			"	<i>S. E. by E.</i>	"		2			30 14 73	74	73		"	"			2
Noon.			"	<i>East.</i>	"		2			30 13 73	75	73		"	"			2

Position at 8 A. M. { Latitude by
 Longitude by

{ Latitude by observation
 Longitude by observation

Position at noon: { Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

550 gallons.

7400 "

2700 "

tons, 1955 lbs.

65 " 1980 "

P. M.			<i>At anchor</i>																	
1			"	<i>S. E.</i>	<i>S. E.</i>		2			30 12 70	81	78			<i>hazy</i>	<i>Ca. S</i>			3	
2			"	<i>South</i>	"		3			30 11 74	76	74			"	"			3	
3			"	"	"		3			30 10 74	76	74			"	"			3	
4			"	"	"		3			30 08 74	76	74			"	"			3	
5			"	<i>S. E. W.</i>	<i>S. E. E.</i>		4			30 08 74	76	73			"	"			3	
6			"	<i>S. by W.</i>	"		4			30 09 74	74	72			"	"			3	
7			"	<i>South</i>	"		4			30 09 70	74	72			"	"			3	
8			"	<i>South by W.</i>	"		3			30 11 70	74	72			"	"			3	
9			"	<i>South</i>	"		4			30 11 70	73	72			<i>hazy</i>	"			3	
10			"	<i>S. by E.</i>	"		4			30 13 74	72	71			"	"			3	
11			"	"	"		3			30 13 74	72	70			<i>hazy</i>	"			2	
Mid.			"	<i>E. by S.</i>	"		3			30 15 75	72	72			"	"			2	

, U. S. Navy,
1902 .

Commenced and until 4 AM: Clear and pleasant. Moonlight Light W. W. breeze
W. W. breeze. Light W. W. breeze

Sea and pleasant weather, light southeasterly breeze. Barometer steady. Stopped
distilling at 4.30 and hauled fire in boiler B. Thus hauled in A & C. Scrubbed
hammocks and boat covers. Magazines inspected, temperatures forward 71-70, aft
73-70, small arm 71-69, no foul air. 22nd Boring Cassell, N.Y.

Sparsely clear warm and pleasant breeze about horizon. Light breeze from S.W. The Commanding Officer awarded the following punishments:- Michael M.C. (R.S.C.) smoking 2 cigs after duty. By order of the Commanding Officer Carter A.C. (R.S.C.) was placed in solitary confinement on bread and water for 5 days. Marks A.C. (R.S.C.) was released from confinement at 9.30 considered over at quarter. Drilling as per routine from 9.30 to 10.30 and from 10.45 to 11.30

Hubert E. Spence
Carrigill R.N.

Began with warm and very hazy weather and light breeze from S to S by day at 4.40
mist cleared of quarter and turned in clear & calm. The wind increased to gentle
breeze. Dawn with banked fog in A. B. & C. hills.
Serge N. Haydon Linton

Clear pleasant weather. Moderate S.E. breeze. Furled sail. Still sail drill, shifted forefootail in 7 minutes; and main in 12 minutes; then shifted both topsails in 7 minutes. Set down royal gaff and unbrut flying jib, royal and spraker gaff topsail. Made inspection of magazines and shellrooms. Temperatures normal and no foul air. Fire hauled in holes A, B and C.

Varian pleasant. Moderate to gentle breeze from S.E. Barometric rose. Birds lacked in locusts A, B and C.

March 14. Light haze about horizon. Lightning to northward first two hours. Moderate to gentle breeze from N.E. More rain at 11.25. W. 7.0. Light rattling with hail 7.3. Fine banked in Boies Road. C. from 8.00 to 8.20 sunning to old telly.
Harold L. Sparrow Englewood, N.H.

J. H. Allen *Lincoln* Navigator

LOG of the UNITED STATES

Sailing Ship *Essex*

Third Rate,

At anchor in the Chesapeake Bay and making passage to Yorktown Va, at anchor Yorktown Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Form of clouds, by symbols.		Moving from.	Amount, scale to 10.		
A. M.																				
1	<i>Mr. Archer</i>		<i>S. by E.</i>	<i>S. S. W.</i>	3					30.14	75	72	70		<i>b. c.</i>	<i>ci</i>			3	
2			<i>South</i>	"	3					30.14	75	72	70		"	"			3	
3			<i>S. by W.</i>	"	34					30.14	73	71	70		<i>b. c.</i>	"			4	
4			"	"	34					30.14	73	71	70		"	<i>ci</i>			5	
5			<i>S. W.</i>	"	34					30.13	73	72	71		"	<i>ci</i>			6	
6			<i>S. S. W.</i>	"	3					30.16	73	72	71		<i>b. c.</i>	<i>ci</i>			5	
7			<i>W. by N.</i>	"	3					30.17	73	72	71		"	<i>ci</i>			5	
8.25	<i>Starting into good breeze</i>		"	"	4					30.19	72	72	71		"	<i>ci</i>			6	
9			<i>W. by S.</i>	"	4					30.20	72	73	70		"	<i>ci</i>			6	
10			<i>Various</i>	"	4					30.19	74	74	73		"	<i>ci</i>			6	
11			"	"	4					30.18	76	78	75		"	<i>ci</i>			6	
Noon.			"	"	4					30.18	76	76	76		"	"			7	

Position at 8 A. M. { Latitude by
Longitude by

Latitude by observation
Longitude by observation
Position at noon: Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

550 gallons.

550 "

2700 "

2 tons, 1300 lbs.

63 " 680 "

P. M.																			
1	<i>Mr. Archer</i>		<i>S. by E.</i>	<i>S. S. E.</i>	3				30.15	76	81	76		<i>b. c.</i>	<i>ci</i>				9
2			<i>S. E.</i>	<i>S. E. by E.</i>	3				30.15	78	79	75		"	<i>ci</i>				9
3			"	"	3-4				30.12	78	78	74		"	<i>ci</i>				9
4			"	<i>S. E.</i>	3				30.12	78	78	74		"	<i>ci</i>				9
5			<i>E. by S.</i>	"	3				30.12	77	77	74		"	<i>ci</i>				9
6			<i>S. E. by N.</i>	"	3				30.12	76	76	73		"	<i>ci</i>				9
7			<i>S. S. W.</i>	"	3				30.13	76	76	72		"	<i>ci</i>				9
8			<i>S. W.</i>	"	3				30.15	76	76	72		"	<i>ci</i>				9
9			"	<i>South</i>	3				30.17	77	77	72		<i>a. c. d.</i>	<i>ci</i>				10
10			"	"	3				30.16	77	77	71		"	"				10
11			<i>S. W. by S.</i>	"	3				30.15	77	77	71		"	"				10
Mid.			<i>S. E. by S.</i>	"	3				30.15	74	74	71		"	"				10

under the command of

Commander L. C. Hulse.
Thursday September 25

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 8 AM. Began with pleasant weather and gentle breeze from S. E. N. Moonlight. Last two hours moderate squalls and more cloudy. At 8:25 stopped distilling. Steam with hauled fire in A, B and C boilers.

George N. Hayward Lieutenant, U.S.N.

At 8 AM:-
Partly cloudy, pleasant weather. Breeze to moderate S. E. N. breeze. Began to swing to left about 7:00. Have started and made preparations for getting under way. Inspected magazines and shellrooms. Found temperatures normal and air fresh. Spread fire under boilers A, B and C at 7:00.

W. H. Hulse. Lieutenant, U.S.N.

8 AM to Noon:-
Cloudy and pleasant. Moderate breeze from S. E. N. Barometer fell slightly. At 8:15 called all hands up anchor and got underway heading for York river and up the river for anchorage off Yorktown. The Captain coming. At 11:45 came to anchor, port anchor in 15 1/2 fathoms of water, 50 fathoms of chain. Began to pump from quinquage. Dray No. 7 York River to Yorktown wharf 10:00 AM. Yorktown wharf to Lee March Light house 10:00. Drift of ship forward 15-11 aft 15-0. Put out steam launch and rigged out logs. Mustered at quarters at 9:00. Steams of (C) detached for fumous duty on the ship up. Put at drill front right cover, 10 front right cover screws and one sliding leaf rear right of the 6 and one sliding leaf screw of belt automaton. Hauled fire in boilers A, B and C and distilling with Port and Star boilers A, B and C while underway.

J. E. Briggs. Ensign, U.S.N.

Midnight to 4 PM:-
Cloudy dark haze and oppressively warm. Gentle to moderate breeze from S. E. N. to S. E. by E. Currents of surface from 1:00 to 2:00 as per routing. Freezing out in A, B and C. Distilling with C boiler.

Robert C. Sparr. Ensign, U.S.N.

At 8 PM:- Cloudy and damp weather. Gentle breeze from S. E. Barometer rose. Mustered at quarters at 8:00. Magazines inspected, temperatures forward 75-78, aft 74-75, smoke room 74-75, sea fan air. Fire going out in A, B and C and distilling with B.

J. E. Briggs. Ensign, U.S.N.

8 PM to Midnight:- Overcast. Light squalling rain. Gentle breeze from South. Marks A, B and C for disrespect to the Office of the Deck was placed in double rows to await investigation by order of the Commanding Officer. At 10:15 knocked off distilling the tanks being full, and hauled fire in boiler B.

Robert C. Sparr. Ensign, U.S.N.

Examined and found to be correct.

J. H. Hulse. Navigator.

LOG of the UNITED STATES

Training Ship *Ceres*
At anchor in the Harbor of Georgetown

Tide Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount, sea & air.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Forms of, by symbols.		Motion form.			
A. M.																				
1	At anchor			S. E.	South		3			30 11	74	72	71		a. c. m. g.	bc		10		
2	"			S. E.	"		2			30 10	74	72	71		a. c. m. d.	"		10		
3	"			S. E. by S.	"		2			30 09	74	71	70		"	"		10		
4	"			"	"		2			30 08	74	71	70		a. c. m. g.	"		10		
5	"			E. by S.	"		2			30 07	74	72	72		a. c. h.	n		10		
6	"			E. by S.	"		2			30 07	73	72	72		"	"		10		
7	"			N. W.	S. S. E.		2			30 08	73	72	72		"	"		10		
8	"			South	South		2			30 07	73	73	72		"	"		10		
9	"			N. W.	S. E.		3			30 10	73	71	70		a. c. d.	S. c. n		10		
10	"			N. W.	"		3			30 10	73	71	70		h. c.	S. c. n		9		
11	"			N. E.	"		3			30 09	73	71	70		"	S. c. n		9		
Noon.	"			East	"		3			30 08	73	73	72		"	"		9		

Position at 8 A. M. { Latitude by
Longitude by{ Latitude by observation
Longitude by observationPosition at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 6 00 gallons.

Water *Distilled* during the preceding 24 hours, 6 00 "

Water remaining on hand fit for use at noon, 27 00 "

Coal consumed during the preceding 24 hours, 1 tons, 480 lbs.

Coal remaining on hand at noon, 62 " 200 "

P. M.																				
1	<i>At anchor</i>			<i>S. E.</i>	<i>S. S. E.</i>		3			30 05	74	75	72		<i>b. c. m.</i>	<i>bc</i>		3		
2	"			"	"		3			30 03	73	75	72		"	<i>bc</i>		4		
3	"			"	"		3			30 01	73	74	71		"	<i>bc</i>		3		
4	"			"	"		3			30 00	73	73	72		"	"		3		
5	"			"	"		3			30 00	73	73	72		"	"		1		
6	"			<i>E. by S.</i>	<i>E. by S.</i>		3			30 02	75	73	72		<i>h. c.</i>	<i>S. c. n</i>		2		
7	"			<i>N. W.</i>	<i>S. E.</i>		2			30 00	75	72	71		<i>h. c. l.</i>	<i>S. c. n</i>		5		
8	"			<i>South</i>	"		3			30 01	75	72	71		<i>h. c. m. d.</i>	<i>S. c. n</i>		3		
9	"			<i>N. W.</i>	"		3			30 01	75	72	71		"	<i>S. c. n</i>		5		
10	"			<i>N. W. by N.</i>	"		3			30 01	75	72	71		"	<i>S. c. n</i>		7		
11	"			<i>N. W.</i>	"		2			30 01	75	72	71		"	<i>S. c. n</i>		7		
Mid.	"			"	"		1			30 00	75	71	71		<i>h. c. m. d.</i>	"		9		

under the command of

Commander L. C. Hicken
Friday September 26

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 11 AM: Overcast, light drizzling at intervals. Breeze to light breeze from South. Barometer fell. Banked fires in boiler B. J. J. Buggs Ensign.

4 AM to 8 AM:

Overcast, running part of watch. Light breeze from South to E. Barometer rose. Magazines inspected. Temperatures inspected forward 74-75, aft. 70-73, small arm 70-71, no fault but increased in Day Department 24th the head, 5th 24th the meat and 24th 4th the vegetable. This banked boiler B. J. J. Buggs Ensign.

8 AM to Meridian: Cloudy, Drizzling rain first hour. Breeze from S.E. The Commanding Officer awarded the following punishments: Mitchell A. H. (A.S.C.) impertinence and disorder at drill, 10 nights double work; Carson P. H. (A.S.C.) insolence 10 nights double work; Crane A. H. (A.S.C.) impertinence to a petty officer and disorderly on boat, 10 nights in double work; Throat A. P. (A.S.C.) persistently talking in ranks, 10 hours extra duty; Marks A. H. (A.S.C.) disrespectful to the Officer of the Deck and not obeying an order, 5 days solitary confinement on bread and water. Made weekly test of magazine flood, drain and overflow valves, all in good order. At 9 AM mustered crew at quarters after which exercised at fire drill and abandon ship. Second, third and half of the fifth division exercised on boats until 11:30. First division exercised at divisional drill, and fourth and half of fifth division at gallery practice. This banked in B boiler. Not banked in A boiler. J. J. Buggs Ensign.

Meridian to 4 PM:

Began with fair warm and hazy weather and gentle breeze from E.S.E. At 1:00 hoisted sail to a sunthine. Has third period drills 4th and 5th divisions having yellow rifle practice. Lifting up top mast ladders and squaring the ratlines. The tug blew from Navy Yard. Hoisted the signal on board 8 cases of butter, 7 cases of macaroni, and 35 cases of lard oil from the Naval Storekeeper. At 3:15 stopped distilling and stopped firing in B boiler. J. J. Buggs Ensign.

4 PM to 8 PM: Cloudy pleasant. Lightning last two hours. Breeze to light breeze from E. S. E. in direction of town rattling down the lower rigging. Curled sail. This allowed to die out in B boiler. The following apprentices were confined for the night by order of the Commanding Officer: Mitchell A. Carson P. H. and Crane A. H. in double work. McNamee A. H., Apple R. G. and Phillips in single work. J. J. Buggs Ensign.

8 PM to Midnight:

Began with fair warm and hazy weather and gentle breeze from E. S. E. Short lightning in southern horizon. The wind fell to light and a drizzling rain fell during last hour. J. J. Buggs Ensign.

Examined and found to be correct.

J. H. Hubbard Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Tanning Ship Case

Third Rate,

At anchor in the Harbor of Yorktown Va.

Hour	Knots	Fathoms	Reading of Patent Log	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.		CLOUDS.		State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.	Water, at Depth.	Form of, by symbols.	Meaning of, by symbols.	Amount, in tenths.		
A. M.																				
1	At anchor		S by E	S. E.		1				30.00	74	71	71			hazy	S. by E.			9
2	"		S. E.			1				29.99	73	71	71			"	"			9
3	"					1				29.99	73	71	71			"	"			7
4	"		S. E.			2				29.97	73	71	71			act. br.	"			10
5	"					2				29.96	73	71	71			act. br.	"			10
6	"				N. N. W.	1				29.97	73	71	70			h. c.	act. br.			7
7	"		N. N. by E.			1				29.97	73	71	70			"	"			7
8	"		N. by E.			1				29.98	73	71	70			"	"			7
9	"		N. N. by E.		South	1				29.99	73	71	70			h. c.	"			9
10	"					1				30.00	73	71	71			"	"			9
11	"		S. by E.		N. N. W.	1				29.99	73	74	72			"	"			7
Noon.	"		N. N. by E.		N. N.	1				29.97	74	75	74			"	"			7

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

604 gallons.

450 "

1300 "

tons, 1265 - lbs.

61 " 1175 "

P. M.																				
1	At anchor		N. N.	N. N. W.		1				29.95	74	76	74			h. c.	act. br.			5
2	"		N. N. W.	"		1				29.93	75	76	74			"	"			5
3	"		S. E.	"		1				29.91	75	78	76			"	"			5
4	"		"			1				29.90	76	77	75			"	"			5
5	"		"	East		1				29.90	76	79	77			h. c.	act. br.			8
6	"		"			1				29.90	76	76	76			"	"			3
7	"		East	"		2				29.90	77	76	73			"	"			4
8	"		N. N. by E.	"		2				29.91	77	76	73			"	"			2
9	"		"			1				29.91	76	73	73			"	"			2
10	"		N. N.	S. W.		2				29.91	75	72	71			"	"			6
11	"		"	"		2-3				29.89	75	72	71			"	"			8
Mid.	"		"	"		2-3				29.89	75	72	71			"	"			8

under the command of

Commander L. B. Rinder.
Saturday September 27

, U. S. Navy,

, 1902

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 2 am. - Cloudy to overcast. Hazy and damp light air to light breeze from S.E. Thunder and lightning last hour. *Hebert L. Sparrow Ensign U.S.N.*

4 to 8 am. -

Overcast and cloudy. Very heavy rain first hour. Light breeze to light air from S.E. and N.W. Received in Bay Department 249 lbs bread, 308 lbs each of meat and vegetables, inspected magazines, temperatures normal, no fogging. *Hebert L. Sparrow Ensign U.S.N.*

8 am to Meridian:

Seems with fair warm and hazy weather and light air from north. Field day. J. P. Lacey, Master at Arms & class, re appointed an Acting Coxswain from the 1st instant. His term of confinement being finished. Fisher, Ship's Cook 2d class is released and W. Marks, Apprentice & class, re placed in solitary confinement on bread and water for 5 days by previous punishment. The Captain put them, respectively to S. P. Richards for being disorderly, at drill & hours extra duty, and to W. B. Brown for neglecting extra duty, both being Apprentices & class. *George N. Fayward Ensign U.S.N.*

Meridian to 12 PM. -

Partly cloudy and warm. Light N.W. air. At 2:30 commenced swinging to starboard. *W. B. Brown Lieutenant U.S.N.*

4 to 8 PM. - Seems with fair warm and hazy weather and light air from East. S. P. Richards, Apprentice & class, fell from forehatch after deck ladder, with both deck arms to crowded ladder and fractured the coracoid process of the scapula. This wound merited 10 light breezes. Expended at daylight signals and expended one rocket and twenty-one signals. Made the afternoon inspection of magazines, and found the oil fresh and the temperatures normal. The temperatures were, 70° and 72° aft, 74° and 73° forward, 74° and 70° in the foremast locker. These apprentices & class were confined for the night. J. H. Mitchell, R. B. Carson, and A. B. Lane in double irons, and W. B. Brown, 1st Lieut. *George N. Fayward Ensign U.S.N.*

8 PM. to Midnight:

Clear, clouding over toward end. Light E. air shifting to gentle S.W. breeze about 10.00. By Order of the Captain confined to Breach. 40° & C in single rows to await action for direct disobedience of orders. *W. B. Brown Lieutenant U.S.N.*

Examined and found to be correct.

M. Hubbard

Lucas

Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

At Anchor in the Harbor of Yorktown Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount, sea state.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Wet Bulb.	At surface.	Under surface.		Forms of, by symbols.	Moving form.		
A. M.																		
1			At anchor	S. W.	S. W.	3-4		29.85	74	73	71			h. c. r.	S. c.		9	
2			"	S. E.	"	3-4		29.86	74	73	71			"	"		9	
3			"	S. S. E.	"	3		29.85	74	73	71			s. c. m.	"		10	
4			"	"	"	3		29.84	73	72	72			"	"		10	
5			"	"	"	2		29.83	73	72	71			"	"		10	
6			"	S. E.	S. S. W.	2		29.83	73	73	71			h. c. m.	S. c.		8	
7			"	S. E. by E.	South	3		29.82	73	73	72			h. c. m.	"		6	
8			"	At anchor	N. S. W.	3		29.82	73	73	72			h. c. m.	"		6	
9			"	N. W.	"	3		29.83	74	75	72			h. c.	S. c.		4	
10			"	"	"	3		29.84	75	76	73			"	"		3	
11			"	"	West	4		29.85	77	78	74			"	"		4	
Noon.			"	"	"	4		29.85	78	80	74			"	"		3	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

550 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

2000 tons, 755 lbs.

Coal remaining on hand at noon,

61 " 420 "

P. M.																		
1	At anchor	N. W. by N.	West	4	29.84	79	81	74	h. c.	S. c.							3	
2	"	"	"	4	29.83	80	81	73	"	"							3	
3	"	"	"	4	29.83	79	81	73	"	"							4	
4	"	N. by E.	"	4	29.83	79	81	73	"	"							4	
5	"	N. by E.	"	4	29.85	79	79	71	"	"							4	
6	"	S. S. E.	"	4	29.87	78	78	70	"	"							5	
7	"	S. E. by S.	"	4	29.84	77	75	70	"	"							5	
8	"	East	"	3	29.91	76	74	69	"	"							5	
9	"	N. W. by N.	"	3	29.92	76	74	69	h. c.	"							3	
10	"	"	N. S. W.	3	29.93	76	73	69	"	"							3	
11	"	"	"	3	29.93	75	72	68	h. c.	"							5	
Mid.	"	"	"	3	29.93	74	72	68	"	"							5	

under the command of

Commander L. C. Silcock
Sunday September 28

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 11 AM. Began with cloudy weather and gentle breeze from S.W. A light rain began to fall and the wind to drop in afternoon. Rain fell after first two hours and it grew overcast.

George A. Fayman Lieut. USN.

11 to 8 AM. Began with damp weather overcast and with gentle breeze from S.W. The wind fell to light breeze and began backing. Did not send boys over masthead morning to spare in rigging. Received in Day of Department 244 pounds of bread, 24 1/2 of meat and 6 1/2 of vegetables. Bazy weather. A light rain fell during third hour.

George A. Fayman Lieut. USN.

8 AM to Marchant. Clear and warm. Gentle W.S.W. breeze hauling to West and increasing to moderate West wind. Finished morning to 11 about 9 AM. The Captain awarded this punishment to Cadet App. 30 deliberate disobedience of orders - 10 months double cross and to be kept in quarter deck in the day time. At 1:30 mustered and inspected at quarter. Called all hands to muster, published General Order 102 to 108 (inclusive) and held General Muster of officers and crew. The Captain inspected ship.

W. H. Wright Lieut. USN.

Marchant to 4 PM.

Clear and pleasant weather. Moderate breeze from West. Barometer steady. Riding to 11 tide until 3:30 when commenced swinging around, stern to starboard. Sent liberty party ashore. Boy went in swimming and two sailing parties out.

George A. Fayman Lieut. USN.

4 PM to 8 PM

Clear pleasant weather. Moderate West wind. Finished swinging to flood at 11 AM.

W. H. Wright Lieut. USN.

8 PM to Midnight.

Clear pleasant weather. Gentle breeze from West to W.S.W. Barometer steady. Riding to 11 tide throughout the watch. Lightening to the southward first half of watch.

George A. Fayman Lieut. USN.

Examined and found to be correct.

Hubbard Lieut. USN. Navigator.

LOG of the UNITED STATES

Sailing Ship Essex

Third Rate,

At Anchor in the Harbor of Yorktown Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather by symbols.	CLOUDS.			the State of Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at t'd.	Air.	Water at Surface.	Moisture at Surface.		Forms of clouds by symbols.	Moving from.	Amount, sea, wind.	
A. M.																		
1			<i>McMahan</i>	<i>N. W.</i>	<i>N. N. W.</i>	3			2992	70	72	68		<i>b. c.</i>	<i>N. W.</i>			2
2			"	"	"	3			2993	71	67	65		"	"			2
3			"	"	"	3			2993	71	67	65		"	"			2
4			"	<i>N. W. by S. E.</i>	"	3			2992	72	67	65		"	"			3
5			"	<i>S. by E.</i>	<i>N. W.</i>	2			2994	70	67	65		"	<i>S. E.</i>			1
6			"	<i>S. by E.</i>	"	2			2996	70	67	65		"	"			1
7			"	<i>S. E.</i>	<i>N. N. W.</i>	3			2996	68	65	63		"	"			1
8			"	<i>S. by E.</i>	"	3			2997	68	65	63		"	"			1
9			"	<i>N. N. W.</i>	"	3			2998	69	67	66		"	"			1
10			"	<i>N. W.</i>	"	3			2999	71	71	67		"	<i>S. E.</i>			2
11			"	<i>N. W. by S.</i>	"	3			2998	73	74	69		"	"			3
Noon.			"	"	"	3-4			2998	74	76	70		<i>b. c. g.</i>	"			3

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

550 gallons.

1430
tons, 755 lbs.

60 " 1905 "

P. M.																	
1	<i>N. E. by N.</i>	<i>N. W.</i>	<i>N. W.</i>	4	2996	76	79	73	<i>b. c.</i>	<i>N. W.</i>			2				
2	"	"	"	4	2995	76	79	73	"	"			3				
3	"	"	"	3	2994	78	82	76	"	"			3				
4	"	"	"	2	2994	78	82	76	"	"			3				
5	"	<i>N. W. by S. E.</i>	"	2	2994	78	79	75	"	<i>S. E.</i>			4				
6	"	<i>S. E. by S.</i>	"	2	2994	78	77	73	"	<i>S. E.</i>			4				
7	"	<i>S. E.</i>	"	1	2995	77	77	73	"	<i>S. E.</i>			7				
8	"	<i>S. E.</i>	"	1	2996	77	73	71	"	"			4				
9	"	<i>S. E. by S.</i>	"	1	2998	76	73	71	"	<i>S. E.</i>			1				
10	"	<i>S. E.</i>	<i>Calms</i>	0	2998	75	72	70	<i>b.</i>	<i>S. E.</i>			0				
11	"	<i>N. W.</i>	<i>N. N. W.</i>	1	2999	73	71	69	"	"			0				
Mid.	"	<i>N. W.</i>	"	1-2	2999	72	70	68	"	"			0				

under the command of

Commander L. C. Nielsen
Monday September 27

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 AM: Clear and pleasant. South West breeze from sea at 3.40. Draining to flood. last hour.
McKervey, Hunt & Co.

4.5 AM: Clear and fine. Light to gentle breeze from N.W. to N.E. Rising to flood. Impetuous magazine and sheers on, temperature normal and air fresh. Received on Department D and A. 34th bread, Liberty party returned, signed rail at 8.00.
McKervey, Hunt & Co.

8 AM to Meridian: Fair and pleasant. South breeze from N.E. to N.W. Barometer steady. Mustard at quarters at 7.30 and after physical drill had surgical drill for the 1st and 2nd drill periods. Crew engaged in patching down lower and topmast rigging. The topmast regarded the following punishment: Halsey W.H. leaves quarter deck, squad and goes forward to read 12 taught in double rows, meals on quarter deck, tonight 2.15. Boat 2000 nothing with class and 12 house extra duty, Ryan T. smoking. Swabs 12th duty on quarter deck. Halsey J.H. smoking 5 days solitary confinement on bread and water. Van Lister H. smoking meals on the quarter deck. Porter H.C. was released from confinement and Halsey J.H. confined on bread and water for 5 days carrying out punishment awarded. All the above are apprentices & class one out of the 2nd cutter. In the 2nd division at board rail, commenced swinging to left at 8.20.
J. J. Briggs, Ensign U.S.N.

Meridian to 5 PM: Fair, clear dry and very warm. Moderate to light breeze from N.W. Sailed all sail. From 10.15 to 2.30 exercised divisions as follows: 1st and 2nd, boat drill, 3rd and 4th divisions getting target practice. Continued patching rigging.
Herbert G. Sparrow, Ensign U.S.N.

5 PM to 8 PM: Fair and pleasant. Light air to light breeze from S.W. to S.E. Barometer steady. Magazine inspected, temperature forward 77.00, aft 74.74, small arm 76.75, reported on. Matthews S.H. leaves N.E. cone 1st, Halsey W.H. leaves 2nd place in double rows for the night and McLean H. Rice 3rd. Phillips J.H. placed in single row for the night. Expended 12 rapid drill, 2 rockets, 9 quon and 12 red stars.
J. J. Briggs, Ensign U.S.N.

8 PM to midnight: Clear and pleasant. Calm to light breeze from N.W. to N.E.
Herbert G. Sparrow, Ensign U.S.N.

Examined and found to be correct.

McKervey & Hunt & Co.

LOG of the UNITED STATES

Training Ship Essex

Speed Rate,

At anchor in the Harbor of Yorktown Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heed.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Forms of clouds by symbols.		Moving form.	Amount, sea state.		
A. M.																				
1	At anchor			N N by N.	N N N.		1			29.98	72	70	68		bc.	a-S		4		
2	"			"	"		1			29.97	72	70	68		"	"		6		
3	"			"	"		1			29.96	71	70	68		"	"		7		
4	"			S N by S.	"		1			29.95	71	69	67		"	"		7		
5	"			S by E.	"		1			29.95	72	69	68		"	"		8		
6	"			"	"		2			29.95	72	69	68		"	bc.		3		
7	"			S E by S.	"		1			29.96	73	70	68		bc. m.	bc.		2		
8	"			S E.	"		0-1			29.96	73	73	71		"	bc.		2		
9	"			S E by E.	S E by E.		1			29.95	73	75	71		"	"		5		
10	"			N N E.	E by N.		1			29.95	73	76	71		"	"		4		
11	"			N N N.	E N E.		2			29.93	74	77	72		"	"		4		
Noon.	"			"	"		2			29.90	74	77	73		"	bc.		4		

Position at 8 A. M. { Latitude by " " "

{ Longitude by " " "

{ Latitude by observation " " "

Position at noon: { Longitude by observation " " "

{ Latitude by D. R. " " "

{ Longitude by D. R. " " "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by " " "

{ Longitude by " " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

550 gallons.

Water *Distilled* during the preceding 24 hours,

250 "

Water remaining on hand fit for use at noon,

1100 "

Coal consumed during the preceding 24 hours,

tons, 16 35 lbs.

Coal remaining on hand at noon,

60 " 210 "

P. M.																				
1	At anchor			S N by E.	E N E.		2			29.97	76	79	75			bc. m.	bc.		7	
2	"			S N N.	"		1			29.96	77	81	77			"	"		8	
3	"			S N by N.	S N by S.		2			29.95	78	80	75			"	"		9	
4	"			S N by N.	"		2			29.93	78	80	73			"	"		9	
5	"			S E.	S E.		1			29.92	78	79	74			"	"		9	
6	"			S E.	"		1			29.90	78	78	74			"	"		9	
7	"			"	"		2			29.79	78	76	72			bc.	"		10	
8	"			"	S E.		2			29.78	78	76	72			"	"		10	
9	"			"	S E.		2			29.74	78	74	71			bc.	"		10	
10	"			S N.	"		2			29.74	77	73	71			bc.	"		10	
11	"			N N N.	"		3 1/2			29.72	76	73	71			bc.	"		10	
Mid.	"			"	S N.		4 1/2			29.71	76	72	71			"	"		10	

under the command of

Commander L. C. Kilmer
Tuesday September 30

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4:00 p.m. - Fair to cloudy and pleasant. Light air from N.W. Barometer fell. Commenced sawing in to flood tide at 3:30. At 4:00 a schooner fouled the port lower boom and became clear in about 5 minutes doing no damage to this ship.
J. B. Bingham, Engineer U.S.N.

4:45 a.m. - Fair and pleasant. Light air to gentle breeze from N.W. Barometer steady. Received in Department of Supplies and Accounts 249 lbs of bread, 368 1/2 lbs of pound and 318 1/2 lbs of vegetables. Magazines inspected. Temperatures forward 78-74, aft 76-75, main arm 75-74, no foul air. Saw rattleing down lower and topmast masts. Fire started in boiler "B" at 3:00.
J. B. Bingham, Engineer U.S.N.

8:00 a.m. to Meridian - Partly cloudy, hazy and very warm. Light air to light breeze variable in direction. The Commanding Officer awarded the following punishments: Melmon (P.S.C.) and Nederman P.P. (P.S.C.) for smoking, the first 10 days double iron, the latter 10 nights double iron, the same for loafing in shed, 10 days; extra duty each. McCormick M.C. (P.S.C.) disorderly in ranks, 4 hours extra duty. McAllister P.C. gross misconduct and, especially, 10 days double iron, and to be kept in quarters duty by himself. Melmon S.C. (P.S.C.) confined on accordance with army sentence. McAllister P.C. same. At 7:30 mustered crew at quarters. Exercised division till 1:30 as follows: 1st and 2nd, part of 3rd, boats and 4th and gallery target practice. Continued rattleing down. Began spitting with B boiler at 10:50. One bar broken in 1st cutter.
Robert B. Spawrd, Engineer U.S.N.

Meridian to 4 P.M. -

Began with cloudy hazy and warm weather and light breeze from E.N.E. The boat drills, gunnery drills, and gallery target practice for each apprentice division. Rattleing down. Distilling with steam from B boiler. Wind shifted to S.W.
Serg. N. Hayward, Purser U.S.N.

4 to 8 P.M. - Cloudy to overcast. Light air to light breeze from S.E. and S. Barometer falling. Inspected magazines, temperatures normal, no foul air. Continued rattleing down. Instructed 4th division on V's signals, 10 rounds. 10 red stars and 10 green stars. Following apprentices confined in double iron for the night: Carson, T. S., Bony, A. H., Kellum, W. H., Crane, C., Nederman Jr., McAlister, H., Phipps, J. H., Perry, C. H. confined in night rooms for safe keeping. Distilling with B boiler.
Robert B. Spawrd, Engineer U.S.N.

8 P.M. to Midnight - Began with cloudy weather, overcast and drizzling and light breeze from S.E. S.W. It began to rain and after became squally the wind in evening to moderate breeze and backing to S.W. Distilling with steam from B boiler.
Serg. N. Hayward, Purser U.S.N.

Approved L. C. Kilmer
Comdr. U.S.N. Comdg

Examined and found to be correct.

J. H. Hubbard, Lieutenant, U.S.N. Navigator.

LOG of the UNITED STATES

Tramway Ship Case

Third Rate,

At Ancher in the Harbor of Yorktown Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather by symbols.	CLOUDS.			State of Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at'd.	Air by Ashby.	Air by W. of Ashby.	Water at Surface.	Forms of clouds by symbols.	Moving from.	Amount, percent.	
A. M.																	
1			At Ancher	N. W.	S. W.	4.5			29.68	74	71	69	sc. cgs	S. cu		10	
2			"	"	"	4			29.68	73	69	69	bc. cu	bc. cu		5	
3			"	"	"	4			29.67	72	69	69	"	bc. cu		1	
4			"	N. W. by N.	"	4			29.67	71	69	69	"	S. cu		3	
5			"	S. W.	N. W. by W.	3			29.66	71	65	68	bc. cu	bc. cu		3	
6			"	S. by E.	W. by S.	4			29.68	71	65	67	"	bc. cu		3	
7			"	"	W. by S.	4			29.70	70	65	67	"	bc. cu		2	
8			"	S. S. E.	W. by S.	4			29.73	70	70	68	"	"		1	
9			"	S. by E.	West	4			29.77	72	74	69	"	"		1	
10			"	N. W.	S. W.	4			29.80	74	77	70	"	bc. cu		1	
11			"	"	"	4			29.80	74	77	70	"	"		2	
Noon.			"	"	"	4			29.81	74	78	70	"	bc. cu		4	

Position at 8 A. M. { Latitude by " " "

{ Longitude by " " "

{ Latitude by observation " " "

{ Longitude by observation " " "

Position at noon: { Latitude by D. R. " " "

{ Longitude by D. R. " " "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by " " "

{ Longitude by " " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours.

Water *Distilled* during the preceding 24 hours, 550 gallons.

Water remaining on hand fit for use at noon, 1550 "

Coal consumed during the preceding 24 hours, 2100 "

Coal remaining on hand at noon, 1 tons, 2115 lbs.

P. M.																	
1			At Ancher	N. W. by N.	S. W.	4			29.82	77	79	71	bc. cu	bc. cu		4	
2			"	"	"	4			29.83	78	80	72	"	"		5	
3			"	N. W. by N.	"	4.5			29.84	78	79	70	bc. cu	bc. cu		6	
4			"	"	"	3.4			29.87	78	79	71	"	"		6	
5			"	N. W. by N.	"	3.4			29.89	77	78	70	"	"		7	
6			"	S. W.	"	3.4			29.90	77	77	70	"	"		7	
7			"	East	"	3.4			29.91	76	77	70	"	"		7	
8			"	E. by S.	"	3.5			29.95	75	73	70	"	bc. cu		4	
9			"	E. S. E.	"	3.5			30.01	75	73	69	bc. cu	"		2	
10			"	N. W. by N.	"	3.5			30.03	74	74	70	"	"		2	
11			"	S. by N.	"	3.5			30.04	73	73	70	"	"		2	
Mid.			"	N. W. by N.	"	3.5			30.05	72	68	67	"	"		2	

under the command of *Commander L. C. Hulme,*
Wednesday October 1

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until seven Overcast to nearly clear Squally and raining first hour.
Damp throughout watch. Moderate to stiff breeze from S. W. Drizzling with Charles
Robert B. Sparrow Conquell

4:45 AM:-

Early clear and pleasant. Breeze to moderate breeze from N. W. by N. backing to S. E. to
Lieutenant Paymaster G. B. Baker USN and Pay Clerk J. Jenkins reported on board for duty
aboard this ship. Inspected magazine temperature normal no foul air. Received in
Pay Department 247 lbs bread, 300 lbs meat and vegetables. Drizzling with S. E. by E
Norbert C. Sparrow Conquell

8 AM to Midday:-

Began with fair warm weather and moderate breeze from West. At 9:30 inspected at
gunter and had physical drill. All apprentice divisions had gunner practice on top of
boat exercises. Drilling muzzles topmast and sailing fore and main topmasts. The
Captain gave three punishments: to D. H. Savage for talking at formation, 1 hour extra duty;
to P. B. Carson for persistently shirking physical drill, 12 hours extra duty; to G. E. Channing for
having lotuses in possession, 3 or 4 extra duty; to C. Crane, J. W. Lisle and W. H. Wallace
for having quarter deck squad without permission, continued extra duty; to J. W. Lisle
and C. Crane for being very noisy at boat drill 5 nights double work; to J. Carpenter for
assaulting master at under performance of duty, 12 nights in double work and to C. Baker
for using filthy language, 12 nights double work. All being *John H. Hayward* 1st class. Drizzling with
steam from B boiler.

Midday to 4 PM:-

Fair and pleasant weather. Moderate S. W. breeze, equally during third hour. Paymaster John
Swain Jr USN and Pay Clerk J. B. Carter were detached from duty on board this vessel. Riding
to S. E. Drizzling with boiler B.

W. H. Hayward Lieut USN.

4 PM to 8 PM:- Began with cloudy pleasant hazy weather with gentle breeze from N. W. and moderate
squalls and a choppy sea. The ship is yawning somewhat. Made the morning inspection of magazines
and found the air fresh and the temperatures normal. The temperatures were 70° and 70° forward, 70° and 70°
aft and 66° and 66° with permission locker. Three apprentices 1st class were confined: P. B. Carson, A. H. Crane,
J. B. Swain Jr. Carpenter, and C. Baker in double work, and A. C. McCune, J. W. Lisle and C. Rice in
single work. At the end the ship is yawning over an angle of 10 points between East and S. E. Drizzling
with steam from B boiler.

George N. Hayward Lieut USN.

8 PM to Midnight:-

Clear pleasant weather. Barometer rising. Wind in squalls from S. W. Learning to S. E. between
9:00 and 10:00. The following were confined in double work for the night as per sentence: C.
Crane, W. H. Wallace and J. W. Lisle all apprentices 1st class. Drizzling with boiler B.

W. H. Hayward Lieut USN.

Examined and found to be correct.

J. H. Hulme Lieutenant
Navigator.

LOG of the UNITED STATES

Training Ship Cruise

Third Rate,

At Anchor in the Harbor of Georgetown, Va.

Hour.	Kites.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather by symbols.	CLOUDS.			the State of Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 11.	Air at 11.	At Wet Bulb.	Water at Surface.	Forms of clouds by symbols.	Moving from.	Amount, estimated.	
A. M.																	
1			At Anchor	N. by W.	N. N. W.	4			30.05	72	67	67	bc.	ci S		2	
2			"	"	"	4			30.05	71	66	66	"	"		2	
3			"	"	"	4			30.05	70	66	66	"	"		2	
4			"	"	"	4			30.06	70	65	65	"	"		2	
5			"	"	"	4			30.08	69	65	64	"	ci S		2	
6			"	N. N. W.	"	4			30.09	69	65	64	"	"		2	
7			"	S. E.	"	3			30.11	68	64	62	bc.	"		2	
8			"	"	"	3			30.12	67	65	62	bc.	ci S		1	
9			"	"	"	4			30.18	68	65	65	bc.	ci S		2	
10			"	S. E.	"	3			30.19	69	71	67	"	"		2	
11			"	N. N. W.	N. W.	2			30.19	70	71	67	"	"		2	
Noon.			"	N. W.	"	2			30.19	71	73	69	"	"		3	

Position at 8 A. M. { Latitude by 0 " "
 { Longitude by 0 " "
 { Latitude by observation 0 " "
 { Longitude by observation 0 " "
 Position at noon: { Latitude by D. R. 0 " "
 { Longitude by D. R. 0 " "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by 0 " "
 { Longitude by 0 " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water Distilled during the preceding 24 hours,

500 gallons.

Water remaining on hand fit for use at noon,

12.00 "

Coal consumed during the preceding 24 hours,

2750 "

Coal remaining on hand at noon,

1 tons, 1283 lbs.

36 " 1320 "

P. M.																	
1	At Anchor	N. W.	N. W.	2					30.16	72	76	71	bc.	ci S		2	
2	"	N. W. by E.	"	2					30.16	74	76	71	"	"		2	
3	"	"	"	2					30.16	75	79	73	"	"		2	
4	"	N. N. W.	East	2					30.16	74	76	71	"	"		2	
5	"	South	"	2					30.15	72	74	71	"	"		2	
6	"	N. W. by E.	"	2					30.15	72	72	70	"	"		2	
7	"	S. E.	"	2					30.17	72	72	70	"	"		2	
8	"	"	"	2					30.20	72	68	66	"	"		2	
9	"	"	"	1					30.20	71	67	67	bc.	ci S		1	
10	"	"	Calcut	0					30.20	70	66	66	"	"		1	
11	"	"	"	0					30.20	70	66	66	bc.	"		0	
Mid.	"	N. N. W.	"	0					30.20	70	65	65	"	"		0	

under the command of

Commander L. C. Neilson
Thursday Oct 2

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced, and until 4 AM. Begins with fair
moderate breeze from N.W. Distilling with B boiler

Land & ~~at night~~ weather and moderate
breeze from N.W. Distilling with B boiler
George N. Heyman

4 AM. to Meridian: Begins with fair pleasant weather and moderate breeze from N.W. at 4:50.
Stopped distilling and hauled force. Bleaching and disinfecting helge. The wind fell to gentle
breeze. Barometer rising. Five apprentices were released. P. S. Carson, A. H. Crow, J. P. Alderman, J. P.
Carpenter, A. E. McCune, J. W. Pfeffer and C. E. Rice. Received in Pay Department, 244 pounds of bread, and
58 1/4 of meat and vegetables. Made the morning inspection of magazines and found the air
fresh and the temperatures normal. The temperatures were, 75° forward, 75° and 75° aft, and
76° and 76° in the forenoon locker.

George N. Heyman

8 AM. to Meridian: Clear, pleasant weather. Moderate S.W. breeze at beginning decreasing to
light S.W. breeze. Swinging to Ebb from 10:00 to 10:00. At 9:30 beat to General Quarters. East brow
and provided in 5 minutes, secured in 4 minutes. Overhauled battery during second period.
The Captain awarded the following punishments: D. S. Carson, 15 hours extra duty, 12 hours extra
duty, M. D. Lewis, ditto, 12 hours extra duty, J. B. Thomas, standing grapes 15 hours extra duty, G.
Van Lark, A. H. Delour, fighting continued, A. E. Patton, wearing ragged clothing while on duty
watch, 6 hours extra duty, W. Savage, persistently dirty at quarters, 15 hours extra duty, C. Carson
persistently talking on the quarter deck, 15 hours extra duty - all the above apprentices 3 class.
Three men were given acting appointments to date from Oct 1, 1902: J. Johnson, Painter, as Painter
2nd class and J. P. Sautter, Cox, as M.A.S.C. A. N. Mark, App S.C. was released from confinement
by reason of expiration of sentence. Commenced distilling at 11:05 from boiler B.

W. Heyman, Lieut. U.S.N.

Meridian to 12 PM:

Fair and pleasant. Light breeze from N.W. the first three hours and from the East last
hours. Barometer steady. Had the 2nd drill period. The 2nd division had gallery target
practice from 2:30 to 4:00. Unbending all sail at end of watch. Distilling with boiler B.

Z. B. Rapp, Ensign U.S.N.

12 PM. to 8 PM:

Clear and pleasant. Light East wind. Sundry to flood between 6:00 and 7:00. Unbent sail.
Stopped distilling at 4:10 and allowed fire to die out under boiler B. Inspected magazines and
shell rooms. Temperatures normal and air fresh. The following were confined for the night:
all apprentices 3 class: T. H. Mitchell, P. S. Carson, A. H. Crow, J. P. Alderman, J. P. Carpenter and C.
Parker in double room, and A. E. McCune, J. W. Pfeffer and C. E. Rice in single room. Stopped off
in boiler B at 7:00. Instructed 2nd division in ship signals.

W. Heyman, Lieut. U.S.N.

8 PM. to Midnight:

Fair to clear. Heavy dew. Barometer steady. At 11:00 commenced swinging to Ebb

Z. B. Rapp, Ensign U.S.N.

Examined and found to be correct.

W. Heyman, Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

At Anchor in the Harbor of Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at t'd.	Air dry.	Air wet.	Water at Surface.	Forms of, by symbols.	Moving form.	Amount, estimated.	
A. M.																	
1			At Anchor	N. W. by N.	West	1			30 21	71	64	64	hazy	None		0	
2			"	"	"	1			30 21	70	64	64	hazy	"		0	
3			"	"	"	1			30 21	68	63	63	"	"		0	
4			"	N. W.	North	1			30 20	70	63	63	"	"		0	
5			"	"	"	2			30 19	70	64	64	"	"		0	
6			"	N. by E.	"	2			30 21	67	64	64	of	S		10	
7			"	S. E.	"	2			30 21	66	64	64	hazy	S		4	
8			"	"	N. W.	2			30 23	67	63	63	hazy	S		1	
9			"	S. E. by S.	"	2			30 26	69	65	66	"	"		1	
10			"	"	North	2			30 26	69	70	69	"	"		4	
11			"	S. E.	S. E.	2			30 25	70	71	69	"	"		3	
Noon.			"	N. E. by N.	E. S. E.	2			30 24	73	70	70	"	"		3	

Position at 8 A. M. { Latitude by 0 " "
 { Longitude by 0 " "
 { Latitude by observation 0 " "
 { Longitude by observation 0 " "
 Position at noon: { Latitude by D. R. 0 " "
 { Longitude by D. R. 0 " "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by 0 " "
 { Longitude by 0 " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water Distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

666 gallons.
 1050 "
 2550 "
 tons, 1353 lbs.
 53" 2203"

P. M.																	
1	At Anchor	N. W.	E. S. E.	2	30 20	70	73	71	hazy	hazy						3	
2	"	N. W.	"	2	30 19	70	73	71	"	"						3	
3	"	"	"	2	30 19	70	74	71	"	"						3	
4	"	"	"	2	30 17	72	74	71	"	"						3	
5	"	North	"	2	30 17	73	74	72	"	"						2	
6	"	N. E.	"	2	30 16	73	72	70	"	"						2	
7	"	S. E.	"	2	30 17	73	71	69	"	"						2	
8	"	S. E. by S.	"	2	30 17	73	70	68	"	"						2	
9	"	"	"	2	30 17	73	69	68	"	"						2	
10	"	S. E.	"	2	30 16	74	69	68	"	"						2	
11	"	S. E. by E.	"	2	30 15	72	69	68	"	"						2	
Mid.	"	North	"	2	30 14	71	66	65	"	"						2	

under the command of

Commander L. C. Hubbell
Friday October 3

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 11:00 - Clear and pleasant. Windy and heavy dew. Light breeze from N by N. Rainy to 11:00
V. M. W. J. T. Light breeze

10:00 AM - Heavy fog first half, clearing toward end. Light breeze from North backing to N. N. Swinging to flood between 6:00 and 7:00. Receipts in Department of Land & A. 244 lbs of bread, 348 lbs fresh vegetables and 308 lbs fresh meat. Made morning inspection of magazines and shell rooms - normal temperatures and no foul air.
J. H. M. W. J. T. Light breeze

5:00 AM to Meridian - Fair and pleasant. Light breeze variable in direction. Barometer fell. Crew engaged in taring rigging, finishing at 11:00 then dried down deck. The Captain awarded the following punishment: Martin C. W. (B. C.) inattention on watch, post 4 hours extra duty, Eschmuller W. (B. C.) chewing tobacco - 10 nights in double irons, Talbot C. P. (B. C.) committing a nuisance in the fore room, 10 days in double irons. Made 3 M. A. S. G. places in solitary confinement for 5 days and Talbot C. P. (B. C.) placed in double irons for 5 days in accordance with punishment awarded.
J. H. M. W. J. T. Light breeze

Meridian to 5:00 PM - Nearly clear warm and pleasant. Hazy. Light breeze from E. S. E. at 1:22 sounded fire alarm, all divisions reported ready in 5 1/2 minutes. Called all hands provision boats and abandon ship. Boat ready in 14 minutes. Made weekly test of magazine flood beam and overflow cock, all in good order. Blacked ships side, scraping and varnished main topmast and spanker gaffs.
J. H. M. W. J. T. Light breeze

5:00 PM to 8:00 PM

Fair and pleasant. Light breeze from E. S. E. Barometer steady. Blacking ships sides. Magazines inspected temperatures forward 76-76, aft 75-76, small arm 70-72. No foul air. Following apprentices confined for the night: Mitchell J. H., Currier J. B., Crane A. B., Alderman J. B., Carpenter J. L., Fisher C. W., double irons and McNamee W., Gheffer W. and Rice W. in single irons. Spended during drill 14 red, 12 green stars and 1 rocket. Barbs attractive of 3 boys' pistols.
J. H. M. W. J. T. Light breeze

8:00 PM to Midnight -

Nearly clear, light haze. Light breeze from E. S. E. The following apprentices were confined for the night in double irons: Currier J. B., Van Lier J. B., Haffley W. and Currier J. B.
J. H. M. W. J. T. Light breeze

Examined and found to be correct.

J. H. Hubbell Lieutenant Navigator.

LOG of the UNITED STATES

Training Ship Essex
At Anchar in the Harbor of Georgetown, Va.

Ther Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Reel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.				State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at/d.	Air Dry Bulb.	Air Wet Bulb.	Water Surface.	Under Deck.		Forms of by symbols.	Amount, state to 10.			
A. M.																					
1	<i>At Anchar</i>			<i>N. N.</i>	<i>Calm</i>	0				<i>30 14</i>	<i>69 65 65</i>				<i>b. com</i>						
2	"			"	"	0				<i>30 13</i>	<i>69 65 65</i>				"						
3	"			"	"	0				<i>30 12</i>	<i>69 65 65</i>				"						
4	"			"	"	0				<i>30 11</i>	<i>68 64 64</i>				"						
5	"			"	"	0				<i>30 10</i>	<i>70 65 65</i>				"						
6	"			<i>East</i>	"	0				<i>30 11</i>	<i>69 65 64</i>				"						
7	"			<i>S. by N.</i>	<i>South</i>	0-1				<i>30 10</i>	<i>69 67 67</i>				"						
8	"			<i>S. by S.</i>	<i>S. E.</i>	1				<i>30 11</i>	<i>72 72 71</i>				<i>b. com</i>						
9	"			"	"	1				<i>30 10</i>	<i>72 72 71</i>				"						
10	"			"	"	1				<i>30 10</i>	<i>72 72 73</i>				"						
11	"			<i>S. E.</i>	"	1				<i>30 09</i>	<i>73 76 74</i>				"						
Noon.	"			<i>S. by S.</i>	"	1				<i>30 08</i>	<i>73 79 77</i>				<i>b. com</i>						

Position at 8 A. M. { Latitude by
 Longitude by

{ Latitude by observation
 Longitude by observation
 Position at noon: { Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

600 gallons.

1900
 tons, 755 lbs.

35 " 1150 "

P. M.																			
1	At Anchar	N. N.	S. E.	2	30.07	74	75.	73	b. c. m.	S. by N.	9								
2	"	N. N.	"	2	30.07	74	75	73	d. c. m.	"	10								
3	"	"	"	3	30.04	74	74	72	"	"	10								
4	"	"	S. S. E.	2	30.05	74	74	72	d. c. m.	S. by N.	10								
5	"	N. N.	"	2	30.03	74	74	73	d. c. m.	S. by N.	10								
6	"	"	"	2	30.02	73	72	71	"	"	10								
7	"	S. E. by N.	"	1	30.02	73	71	71	"	"	10								
8	"	S. E.	"	1-3	30.01	73	70	70	d. c. m.	"	10								
9	"	S. S. E.	"	2	30.03	73	69	68	d. c. m.	"	11								
10	"	"	"	2	30.02	73	68	68	"	"	10								
11	"	"	"	2	30.02	73	68	68	"	"	10								
Mid.	"	S. E.	"	2	30.01	73	69	68	d. c. m.	"	10								

under the command of

Commander L. C. Kildner.
Saturday October 4

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 AM:-

Fair weather Heavy dew Calm Barometer fell Ship riding to 1st tide.
J. B. Briggs, Ensign U.S.N.

4 to 8 AM:- Sun to overcast and damp weather Calm to light air from South and S.E. Barometer about steady. Filled day on both decks. Saw something of the Hawaiian Department of Supplies and Accounts: 249 lbs bread, 548 lbs meat, 584 lbs Vegetables. Magazines inspected temperatures forward, 76-75, aft 76-74, small arm, 75-74, no foul air. The apprentices confined for the night were released at all hands.
J. B. Briggs, Ensign U.S.N.

8 AM to Meridian:-

Fine day. William J. K. (A.S.C.) released from confinement and Savage D.H. (A.S.C.) was placed in solitary confinement in double irons on bread and water for 5 days, by order of the Commanding Officer.
Herbert L. Sparr, Ensign U.S.N.

Meridian to 4 PM:-

Begins with cloudy misty weather and light breeze from S.E. It began to drizzle after 1:30 and became overcast and gloomy threatening rain. Watchman, Ward, Horn took returned from leave.
George N. Hayward, Lieut. U.S.N.

4 to 8 PM:- Overcast misty and raining. Light and gentle breeze from S.E. Inspected magazines, temperatures, normal, no foul air. Following apprentices confined for the night: Mitchell S.H., Carney P.B., Brown, D.H., Kilderman J.E., Carpenter J.E., Kahn, C. in single irons, McCune A.H., Pfeiffer J.H. Rev. Ch.
Herbert L. Sparr, Ensign U.S.N.

8 PM to Midnight:- Begins overcast with a drizzling rain and light breeze from S.E. Three apprentices & clock were placed in double irons for the night. A.W. Bailey, A. Wolski, C. Brown and D.S. Bremer. Thrain stopped during the last hour.
George N. Hayward, Lieut. U.S.N.

Examined and found to be correct.

Hubbard Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

At Anchor in the Harbor of Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.					CLOUDS.		State of the Weather, by symbols.	Forms of, by symbols.	Miles made good.	Miles made by the log.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.									
A. M.																							
1			At Anchor	S. S. E.	S. S. E.		2			30.00	72	68	67						sc. 2				10
2			"	N. W. by N.			2			29.98	72	68	68						sc. 2				10
3			"	"	South		2			29.97	72	69	68						"				10
4			"	"	"		2			29.97	72	69	68						"				10
5			"	"	"		2			29.96	72	70	70						sc. 2				10
6			"	"	"		2			29.95	73	70	70						sc. 2				10
7			"	S. by E.	"		0-1			29.94	72	71	70						"				10
8			"	S. S. E.	"		1			29.93	72	71	71						"				10
9			"	S. E. by S.	"		2-3			29.92	73	72	71						sc. 2				10
10			"	"	"		2-3			29.91	73	73	72						sc. 2				10
11			"	"	"		2			29.90	73	73	72						sc. 2				10
Noon.			"	"	"		2			29.87	74	74	73						sc. 2				10

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																							
1			At Anchor	E. S. E.	South		0			29.84	73	73	72						sc. 2				10
2			"	N. by S.	South		2			29.81	73	73	72						"				10
3			"	N. W.	S. S. W.		2-3			29.80	73	73	73						"				10
4			"	N. W. by N.	"		2-3			29.80	74	73	73						"				10
5			"	"	"		3-4			29.80	74	73	73						sc. 2				10
6			"	N. by S.	"		3-4			29.80	74	72	71						sc. 2				10
7			"	South	S. by S.		2			29.78	74	72	71						sc. 2				10
8			"	"	South		2-3			29.78	75	71	70						sc. 2				10
9			"	S. S. E.	"		2-3			29.78	74	70	70						sc. 2				10
10			"	"	"		2			29.78	73	70	70						sc. 2				10
11			"	S. by E.	"		2			29.78	73	70	70						sc. 2				10
Mid.			"	"	"		2			29.77	72	69	69						sc. 2				10

under the command of

Commander L. C. Smith
Sunday October 5

, U. S. Navy,

190

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Crossing 8 and wind 4 knots. Overcast. Misty. Light rain from 10 to 11. Light breeze from S.W. evening to South.

Robert L. Spence Surgeon U.S.N.

At 8 AM:-

Overcast. Misty. Raining last three hours. Light breeze from South to calm. Inspected magazines. Temperature normal, no foul air. Received my Pay Department 1348 & lbs. vegetables, 191 1/2 lbs meat.

Robert L. Spence Surgeon U.S.N.

At 10 AM:-

Light rain and squally with light breeze from South with squalls. At 10 AM inspected at quarters. Then read the letter for the Government of the Navy to the ship's company. The squalls stopped during the time. Druggery at 10 AM.

Sergeant N. Haywood Surgeon U.S.N.

At 12 PM:- Overcast and cloudy with continuous rain. Calm to light S.W. breeze increasing to gentle S.W. breeze. Druggery to 11 from 12:00 to 1:00. Parquet falling. Misty.

William L. Smith Surgeon U.S.N.

At 2 PM:-

Light rain and squally with moderate rain and light breeze from S.W. with squalls. Made the afternoon inspection of magazines and found the temperature normal and the air fresh. The temperatures were 70 and 71 forward, 70 and 71 aft, and 70 and 70 in the forenoon locker. Began to heat in the forenoon. Then boys were moved for the night. At 2 PM Mitchell, Ed. Carey, Ed. Lane, J. H. Newman, J. L. Carpenter, and C. Baker, in double clothes, and H. J. McCamey, W. H. Huffer and C. A. Turner, in single ones. The wind backed to South and at 4 PM it was coming in light breeze with squalls. Druggery at 11. Last the temperature is falling steadily and slowly.

Sergeant N. Haywood Surgeon U.S.N.

At 6 PM to Midnight:-

Overcast, cloudy and wet. Light South breeze rising to flood. Confined H. M. Halliday, J. Von der, C. Brewer, and Ed. Newman, Apple & Clark, in double ones for the night.

William L. Smith Surgeon U.S.N.

Examined and found to be correct.

Hubbard Surgeon U.S.N.

Navigator.

LOG of the UNITED STATES

Training Ship Essex
At anchor in the Harbor of Georgetown Va

Thid Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Forms of clouds, by symbols.		Moving from.	Amount, made to 100.		
A. M.																				
1			<i>At anchor</i>	<i>Sh. N.</i>	<i>N. S. N.</i>		<i>3-4</i>			<i>29.77</i>	<i>71</i>	<i>68</i>	<i>67</i>		<i>b. c.</i>	<i>Sh.</i>			<i>9</i>	
2			"	<i>N. W. by N.</i>	"		<i>3</i>			<i>29.78</i>	<i>71</i>	<i>68</i>	<i>67</i>		<i>b. c.</i>	"			<i>9</i>	
3			"	"	"		<i>3</i>			<i>29.78</i>	<i>71</i>	<i>68</i>	<i>67</i>		"	"			<i>8</i>	
4			"	<i>N. N.</i>	"		<i>3</i>			<i>29.78</i>	<i>71</i>	<i>67</i>	<i>65</i>		"	"			<i>4</i>	
5			"	"	"		<i>3</i>			<i>29.77</i>	<i>71</i>	<i>66</i>	<i>65</i>		"	"			<i>3</i>	
6			"	"	"		<i>3</i>			<i>29.79</i>	<i>71</i>	<i>66</i>	<i>66</i>		<i>a. c.</i>	<i>Sh.</i>			<i>10</i>	
7			"	<i>N. W. N.</i>	"		<i>3</i>			<i>29.83</i>	<i>69</i>	<i>66</i>	<i>65</i>		<i>b. c.</i>	<i>Sh.</i>			<i>4</i>	
8			"	<i>E. S. E.</i>	"		<i>3</i>			<i>29.83</i>	<i>69</i>	<i>66</i>	<i>65</i>		<i>b. c.</i>	<i>Sh.</i>			<i>3</i>	
9			"	<i>S. E. by S.</i>	<i>N. N. W.</i>		<i>3</i>			<i>29.89</i>	<i>69</i>	<i>66</i>	<i>65</i>		<i>b. c.</i>	<i>Sh.</i>			<i>3</i>	
10			"	"	<i>N. W. by N.</i>		<i>3</i>			<i>29.90</i>	<i>68</i>	<i>66</i>	<i>62</i>		"	"			<i>4</i>	
11			"	"	"		<i>3</i>			<i>29.91</i>	<i>68</i>	<i>66</i>	<i>62</i>		"	"			<i>4</i>	
Noon.			"	<i>South</i>	"		<i>3</i>			<i>29.92</i>	<i>68</i>	<i>66</i>	<i>62</i>		"	"			<i>5</i>	

Position at 8 A. M. { Latitude by
 Longitude by

{ Latitude by observation
 Longitude by observation

Position at noon: { Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours.

Water *Distilled* during the preceding 24 hours, 580 gallons.

Water remaining on hand fit for use at noon, 150 "

Coal consumed during the preceding 24 hours, 1104 "

Coal remaining on hand at noon, tons, 1865 lbs.

P. M.																		
1			<i>At anchor</i>	<i>E. by S.</i>	<i>N. N. W.</i>	<i>3</i>			<i>29.92</i>	<i>69</i>	<i>67</i>	<i>64</i>		<i>b. c.</i>	<i>Sh.</i>			<i>7</i>
2			"	<i>N. W. by N.</i>	"	<i>3</i>			<i>29.91</i>	<i>70</i>	<i>69</i>	<i>66</i>		"	"			<i>7</i>
3			"	<i>N. N. W.</i>	"	<i>3</i>			<i>29.91</i>	<i>71</i>	<i>70</i>	<i>67</i>		"	"			<i>5</i>
4			"	"	"	<i>3</i>			<i>29.91</i>	<i>71</i>	<i>71</i>	<i>68</i>		"	"			<i>3</i>
5			"	<i>N. W. by N.</i>	"	<i>3</i>			<i>29.93</i>	<i>73</i>	<i>72</i>	<i>68</i>		"	"			<i>3</i>
6			"	<i>N. W. by N.</i>	"	<i>3</i>			<i>29.93</i>	<i>73</i>	<i>68</i>	<i>65</i>		"	"			<i>3</i>
7			"	<i>N. W. by N.</i>	"	<i>1</i>			<i>29.93</i>	<i>73</i>	<i>65</i>	<i>63</i>		"	"			<i>1</i>
8			"	<i>South</i>	<i>N. N. W.</i>	<i>1</i>			<i>29.93</i>	<i>73</i>	<i>65</i>	<i>63</i>		"	"			<i>1</i>
9			"	<i>N. N. W.</i>	"	<i>1</i>			<i>29.98</i>	<i>71</i>	<i>66</i>	<i>65</i>		"	"			<i>1</i>
10			"	<i>S. E.</i>	"	<i>1</i>			<i>30.00</i>	<i>71</i>	<i>64</i>	<i>62</i>		"	"			<i>3</i>
11			"	<i>S. by E.</i>	"	<i>1</i>			<i>30.00</i>	<i>68</i>	<i>64</i>	<i>62</i>		"	"			<i>3</i>
Mid.			"	"	<i>N. W. by N.</i>	<i>2</i>			<i>30.00</i>	<i>66</i>	<i>60</i>	<i>63</i>		"	"			<i>2</i>

under the command of

Commander L. C. Kilness
Monday October 6

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 AM. Began with cloudy cool and squally weather and gentle breeze from N. E. N. in squalls. The wind at 11 AM. died at the end.
Lieut. J. N. Hayward

4 to 8 AM. Began with cloudy cool weather and gentle breeze from N. E. N. at 4 AM. lighted fire in boiler. Began to drizzle during second hour. Released the following boys: W. Kelly, C. Bennett, A. Von Lick, J. S. Alderman, J. H. Mitchell, P. S. Carney, W. H. Jones, J. S. Hademan, J. Carpenter, C. Baker, W. T. McCamey, J. W. Haffner and C. E. Rice. Received in Day Department 498 pounds of bread and 508 lb. Potatoes. Made the morning inspection of magazine and found the air fresh and the temperature normal. The temperature was 75 and 75 forward, 75 and 75 aft and 75 in the forenoon tower. The clouds at the end and the rain has stopped.
Lieut. J. N. Hayward

8 AM to Meridian

Fair pleasant weather. Gentle breeze from N. E. N. at 4 AM. Rising to flood. Barometer rising. Steam formed in boiler C. at 8:50 and commenced distilling at 10:00. At 9:30 mustered and inspected at quarters and reported at physical drill. No drills and exercises for land and sea periods. The Commanding Officer awarded the following punishments: J. H. Haffner, 5 days double work, A. Von Lick, chewing tobacco and tobacco in possession, 1 night double work, C. Bennett, chewing tobacco, 1 night double work, J. S. Hademan, gross misconduct and obscenity and wearing dirty clothes and having no clean white in bag, 11 days double work, J. H. Mitchell, sitting down during reading of A. B. N. 1 hour after duty, A. S. Nichols, misconduct during reading of A. B. N. 12 hours after duty, A. Von Lick, assaulting a petty officer, 1 night double work. All of the above apprentices 3 class, J. S. Hademan, 1st class, was placed in double work for 5 days in accordance with above sentence. The following apprentices were released from double work, their sentence having expired: J. H. Mitchell, P. S. Carney and C. E. Rice.
Lieut. J. N. Hayward

Meridian to 4 PM. Cloudy to fair and pleasant. Gentle to light breeze from N. E. N. Barometer steady. Commenced surging to ebbs tide at 12:30. Had third drill period. Crew engaged in painting the gun deck and scraping iron work and bright wood work on the spar deck. Distilling with boiler C. Monthly test of bells and batteries and all found in working order.
J. E. Pongy, Engineer.

4 to 8 PM. Fair and pleasant. Gentle N. E. N. wind, decreasing to light N. E. and N. by air last half. Commenced surging to flood about 7:00. Barometer steady. Moonlight. At 4:30 mustered at quarters. By order of Captain confined J. Graver, for 11 night work for safe keeping and to await investigation for long under the influence of liquor. Paid the following apprentices in double work for the night: J. S. Hademan, J. Carpenter and C. Baker. Inspected magazine and shell room, found temperature normal and air fresh.
Lieut. J. N. Hayward

8 PM to Midnight

Fair to damp weather. Light air from N. E. N. and light breeze from N. E. S. Barometer rose. Ship riding to flood tide. Distilling with boiler C. Forcing apprentices confined for the night: Kelly, W. H. Jones, C. Bennett, A. Von Lick, C. and Bennett D. S.
J. E. Pongy, Engineer.

Examined and found to be correct.

J. M. Richard Lieut. U. S. N. and Navigator.

LOG of the UNITED STATES

Sailing Ship Essex

Third Rate,

At anchor in the Harbor of Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Sign of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			Form of symbols.	Amount made fresh.	
A. M.																		
1	At anchor			E by N	N. A. N.	2			30 01	67	63	63			h. c.	a. g.	3	
2	"			N by N	"	2			30 01	67	63	63			"	"	3	
3	"			"	"	1			30 01	67	63	63			"	"	2	
4	"			"	"	1			30 01	67	62	62			"	"	2	
5	"			N. N. by S.	"	1			30 01	65	61	60			"	"	3	
6	"			N. N. N.	Calcu	0			30 02	66	61	60			h. c.	a. c.	4	
7	"			N by N	"	0			30 03	65	61	60			"	"	7	
8	"			A. N. N.	"	0			30 03	65	63	61			"	"	6	
9	"			N. N. N.	"	0			30 05	65	65	63			"	"	6	
10	"			S. E. by E.	"	0			30 06	68	70	68			"	"	6	
11	"			"	South	1			30 06	68	70	68			"	"	7	
Noon.	"			"	"	2			30 05	68	70	68			"	"	7	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation

{ Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water Distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

550 gallons.

16 00 "

22 50 "

1 tons, 655-lbs.

53 " 415 "

P. M.																		
1	At anchor			S. E.	S. N. by S.	2			30 03	70	71	68			h. c.	a. c.	4	
2	"			N. N. N.	"	2			30 02	71	74	68			"	"	4	
3	"			"	N. N. N.	2			30 02	71	72	66			"	"	4	
4	"			"	N. N. by N.	2			30 05	74	72	66			"	"	4	
5	"			N. N. by S.	"	2			30 07	72	72	66			"	"	4	
6	"			"	"	2			30 07	70	69	65			"	"	3	
7	"			A. N. N.	"	2			30 09	67	67	65			"	"	2	
8	"			N. N. by N.	"	2			30 11	68	67	65			"	"	1	
9	"			S. N. by S.	"	1			30 11	68	65	64			"	"	1	
10	"			N. N. N.	"	1			30 11	68	65	64			"	"	1	
11	"			S. N.	Calcu	0			30 11	68	63	61			"	"	1	
Mid.	"			South	S. N.	1			30 05	68	63	61			"	"	1	

under the command of

Commander L. C. Wheeler
Tuesday October 7

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and sunset at 4:00 PM.

Clear and pleasant Light N.W. breeze and breeze. Commence sunrise at 6:30 AM.
W. Wheeler, Lieutenant

4:30 PM.

Cloudy pleasant weather. Calm to light N.W. breeze. Pending to abt. Relieved following apprentices: W. M. Kelley, C. Brewer, H. Von Loh, J. D. Bessmer, T. E. Hederman, J. O. Carpenter, and C. Baker. Received in Department 2 and 2.49 lbs. fresh bread, 3.5 lbs. the fresh meat and 5.0 lbs. the fresh vegetables. Made morning inspection of magazines and shell rooms, finding temperatures normal and no foul air.

W. Wheeler, Lieutenant

8 AM. Morning.

Cloudy but pleasant. Calm to light breeze from South. Barometer steady. Mustered at quarters at 8:00 and had routine drill for the 1st and 2nd periods. Crew engaged in scrubbing highwood work. Went down to galley and scraped them and sent them up. The Captain awarded the following punishments: Taylor, W. (100 C) profanity - 10 hours extra duty; Henry, J. (100 C) under the influence of wine - 10 hours extra duty. On board ship, not having been on shore and gone down to a Chief Petty Officer while in the presence of his duty - 10 hours extra duty on bread and water. Drilling with boiler.

Midnight at 12:00.

Clear, clear, warm and pleasant. Light breeze from S.W. to N.W. Barometer rose. Magazines inspected. Temperature forward, 76° 70° aft, 55° 70° small room, 55° 70°; no foul air. Following apprentices placed in double lines for the night: Hederman, T. E., Carpenter, J. O., and Baker, C.

J. D. Bessmer, Ensign
H. Von Loh, Ensign
C. Baker, Ensign

4:30 PM.

Clear and pleasant. Light breeze from N.W. Barometer rose. Magazines inspected. Temperature forward, 76° 70° aft, 55° 70° small room, 55° 70°; no foul air. Following apprentices placed in double lines for the night: Hederman, T. E., Carpenter, J. O., and Baker, C.

J. D. Bessmer, Ensign

10 PM. Midnight.

Clear, clear, moonlight. Light breeze from N.W. to S.W. Drilling with boiler. Following apprentices confined for the night on double lines: Bessmer, J. D., Von Loh, H., and Hederman, T. E.

W. Wheeler, Lieutenant

Examined and found to be correct.

W. Wheeler, Lieutenant and Navigator.

LOG of the UNITED STATES

Tanning Ship Essex
At anchor in the Harbor of Zante, Ion.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			Forms of, by symbols.	Amount, in tenths.	
A. M.																		
1	At anchor		S. by E.	West	2				30.13	65	64	62			b.c.	as	1	
2	"		E. S. E.	"	2				30.15	65	62	60			"	"	1	
3	"		S. by E.	N. by E.	2				30.15	63	60	58			"	"	1	
4	"		"	N. by E.	3				30.15	62	60	58			"	"	1	
5	"		N. by E.	South	3				30.18	63	61	60			b.c.m.	"	1	
6	"		"	"	3				30.22	63	60	59			"	"	1	
7	"		"	"	2				30.20	64	61	60			"	"	2	
8	"		"	"	1				30.24	64	61	58			b.c.m.	"	0	
9	"		S. by E.	"	1				30.31	65	63	60			b.c.m.	"	1	
10	"		"	"	1				30.35	67	66	63			"	"	1	
11	"		S. by E.	"	1				30.36	68	73	65			"	"	1	
Noon.	"		S. E.	"	1				30.37	69	78	70			"	"	1	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation

Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																		
1	At anchor		S. E.	South	1				30.37	69	80	78			b.c.m.	as	1	
2	"		S. E. by E.	"	1				30.35	71	77	69			"	"	1	
3	"		E. N. E.	Calme	0				30.33	71	78	70			"	"	1	
4	"		South	East	1				30.33	71	74	67			"	"	1	
5	"		N. by E.	"	2				30.31	70	72	66			b.c.	"	2	
6	"		S. E.	S. E.	2				30.30	70	18	66			b.c.m.	"	3	
7	"		"	"	2				30.32	70	66	63			"	"	2	
8	"		N. by E.	South	2				30.32	65	65	62			"	"	2	
9	"		West	"	3				30.33	65	63	60			"	"	1	
10	"		S. E.	"	3				30.33	64	61	60			b.c.m.	"	1	
11	"		S. S. E.	"	3				30.33	64	60	60			"	"	1	
Mid.	"		South	"	3				30.33	63	60	60			"	"	1	

under the command of

Commander L. C. Kilness
Wednesday October 8

, U. S. Navy,

1902

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 5 AM:-

Fair and pleasant. Light breeze variable in direction. Barometer rose
38° 30' 00" 38° 40' 00" 38° 50' 00" 39° 00' 00" 39° 10' 00" 39° 20' 00" 39° 30' 00" 39° 40' 00" 39° 50' 00" 40° 00' 00"

4 to 5 AM:-

Fair to clear and pleasant. Light breeze to light air from North. Barometer rose. 10 wooden cays Department 500 lbs bread, 300 lbs meat, 300 lbs vegetables. Magazines inspected, temperature forward 76°-78°, aft 73°-75°, small arm 75°-78°, no foul air. Hoisted steam launch clear of water to overhaul condenser. Two banded boiler 6.

38° 30' 00" 38° 40' 00" 38° 50' 00" 39° 00' 00" 39° 10' 00" 39° 20' 00" 39° 30' 00" 39° 40' 00" 39° 50' 00" 40° 00' 00"

5 AM to Meridian:-

Merely clear and warm breezy. Light air from North. Painted spar, scraped and sanded. Boat spars etc. At 10:30 an examination board, Lieut. J. H. Hayward, U.S.N., senior member, met for the examination of Mr. Kelly, (U.S.N.) for the position of commissary steward. Marked Mr. Kelly was released from confinement and leave. (U.S.N.) placed in solitary confinement on bread and water for 5 days by order of the Commanding Officer. This allowed to be out in C boiler. Robert A. Spenser Ensign U.S.N.

Meridian to 5 PM:-

Began with fair warm and breezy weather with light air from North. Continued painting upper light yards and painting generally, scraping float spars and boat bright wood with sandpaper. The board of examination continued in session. Calms during that hour and the light air from South.

George M. Hayward Lieut. U.S.N.

5 to 8 PM:-

Merely clear and pleasant. Moonlight after sunset. Light breeze from East to South. Inspected magazines, temperature normal, no foul air. The examination board adjourned at 11:25. Continued work about ship. Confined Mr. Alderman, U.S.N., and later 6 apprentices 3. Saw confined for the night in double rows. Robert A. Spenser Ensign U.S.N.

8 PM to Midnight:-

Began with fair pleasant ^{light} weather and light breeze from South. The wind increased to gentle breeze. At 9:30 there were placed in double rows for safe keeping: 1st Lieutenant, 1st Mate, 1st Boatswain, 1st Cook, 1st Carpenter, 1st Steward, 1st Apprentice 3 class.

George M. Hayward Lieut. U.S.N.

Examined and found to be correct.

Hubbard Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Steaming Ship Essex
At anchor in the Harbor of Yorktown Va

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heed.	Leeway.	BAROMETER.		TEMPERATURE.					CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water Surface.	State of the Weather, by symbols.	Form of, by symbols.	Amount, in tenths.	Amount, in tenths.	State of the Sea.	
A. M.																				
1	<i>At anchor</i>			<i>S. by E.</i>	<i>South</i>		3			30.33	61	60	60		<i>b.c.m.</i>	<i>a-3</i>			1	
2	"			"	"		2			30.33	61	59	57		"	"			1	
3	"			"	"		2			30.33	61	59	57		"	"			1	
4	"			<i>N. by S.</i>	<i>S. by N.</i>		3			30.33	61	60	57		"	"			1	
5	"			<i>N. by S.</i>	<i>S. by N.</i>		3			30.32	62	61	60		<i>b.c.m.</i>	<i>—</i>			0	
6	"			<i>N. by S.</i>	"		3			30.33	62	62	61		<i>b.c.m.</i>	<i>a-3</i>			2	
7	"			<i>N. by S.</i>	"		2			30.31	62	63	61		"	"			2	
8	"			"	<i>Calan</i>		0			30.31	63	67	62		<i>b.c.m.</i>	<i>—</i>			0	
9	"			<i>N. by N.</i>	<i>West</i>		1			30.34	65	67	64		<i>b.c.m.</i>	<i>a-3</i>			1	
10	"			<i>West</i>	<i>N. by N.</i>		2			30.34	69	71	66		"	"			1	
11	"			<i>N. by N.</i>	"		1			30.34	70	73	69		"	"			1	
Noon.	"			<i>South</i>	"		1			30.33	70	76	72		"	"			1	

Position at 8 A. M. { Latitude by
 Longitude by

{ Latitude by observation
 Longitude by observation

Position at noon: { Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

600 gallons.

950 "

2250 "

tons, 755 lbs.

51 " 12.45 "

P. M.																				
1	<i>At anchor</i>			<i>S. by E.</i>	<i>Calan</i>		0			30.30	70	83	79		<i>b.c.m.</i>	<i>a-3</i>			1	
2	"			<i>S. by E.</i>	"		0			30.28	71	83	80		"	"			2	
3	"			<i>S. by E.</i>	<i>N. by E.</i>		0-1			30.28	72	82	81		"	"			2	
4	"			<i>South</i>	"		0-1			30.28	73	80	79		"	"			2	
5	"			<i>N. by N.</i>	<i>N. by N.</i>		1			30.27	77	79	80		"	"			2	
6	"			<i>N. by N.</i>	<i>N. by N.</i>		1			30.28	71	72	73		"	"			2	
7	"			"	<i>Calan</i>		0			30.30	71	69	70		<i>b.c.m.</i>	"			1	
8	"			"	<i>N. by N.</i>		1			30.30	71	72	71		"	"			1	
9	"			<i>N. by N.</i>	<i>Calan</i>		0			30.32	71	69	66		<i>b.c.m.</i>	<i>a-3</i>			1	
10	"			<i>N. by N.</i>	<i>South</i>		1			30.33	71	66	66		<i>b.c.m.</i>	<i>a-3</i>			1	
11	"			"	"		1			30.34	70	64	65		"	"			1	
Mid.	"			<i>N. by N.</i>	<i>Calan</i>		0			30.34	70	63	64		"	"			1	

under the command of

Commodore L. C. Milnes!
Thursday October 9

, U. S. Navy,

, 190

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and ends 4 AM:-

Nearly clear and pleasant. Heavy dew. Gentle fog, light breeze from South
owing to S.E.W.

4 to 8 P.M.:-

Nearly clear, cool. Heavy dew. Gentle breeze from S.W. to calm.
Inspected magazine temperatures normal, no fuel, and received in Bay Department
445 lbs meat, 24 lbs bread.

8 AM to Meridian:-

Begins with warm foggy weather, and calm. Light airs came up from West at 9 AM
mustered at quarters. The Captain gave three punishments to 4 Mr Dickie, C Benne and
Dr Benner, for persistently talking on the Quarter Deck in defiance of orders 10 days in
double rows; to A. N. Marks for talking on Quarter Deck and insubordination, to J. H.
Williams for insolence to the Officer of the Deck and for leaving the quarter deck in defiance
of orders and to W. R. Bowman for going ashore to a petty officer, each 14 days in double rows.
to R. Cook for smoking and to P. Burke for smoking, 14 nights in double rows, to P. Bell-
smith Apprentice 3 class for being repeatedly absent from his station as tugler, to be kept on the
quarter deck, and J. Hachik, Waterroom Steward, for being and sleeping on duty, 14 days in
double rows, and J. Hachik being Apprentices 3 class. W. H. Stacey and W. R. Savage Apprentices
3 class are released their terms of confinement being ended, and P. S. Carver Apprentice 3 class
is placed in solitary confinement on bread and water for 5 days in accordance with pre-
viously awarded punishment. W. R. Bowman, A. N. Marks, C Benne, G. Van Lierke, Dr Benner
and J. H. Williams are placed in double rows as before mentioned at 10:00 the Board Hamming
W. S. Kelly, Yeoman 1 class, met. Continued scraping and varnishing boat bright woodwork,
boat spars and deck wood work. Ends with light air from S.W.

George N. Hayward Lieutenant

Midway to 4 PM:-

Clear and warm. Calm to light S.W. air. Drizzling to ebbs last hour. Beyond of the
Captain, Yeoman's Clerk Arthur Jenkins W. H. was placed under suspension for ten days
for conduct unbecoming an officer. Bode crew are scrubbing and cleaning boats.

W. H. Murphy Lieutenant

4 to 8 PM:-

Begins warm foggy weather, continuing the foggy weather. Hoisted the first and second
cutters, gig, whaleboat, and dingy out of the water for the night. Ends with light air
from N.E. and a dew with moonlight.

George N. Hayward Lieutenant

8 PM to Midnight:-

Clear, pleasant and damp. Calm and light S.W. air. Drizzling to flood from 10:00 to 11:00

W. H. Murphy Lieutenant

Additional 4 to 8 PM:-

Made the afternoon inspection of magazine and found the air fresh and the
temperatures normal. These apprentices 3 class were placed in double rows for the night:-
J. Carpenter, S. N. Cook, G. S. Kelly, P. Burke and J. H. Williams.

George N. Hayward Lieutenant

Examined and found to be correct.

W. H. Murphy Lieutenant Navigator

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

At anchor in the Harbor of Yorktown Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.			the Sea.
				Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Wet Bulb, at 4 ft. from surface.		Forms of, by symbols.	Moving form.	Amount, tenths.	
A. M.																
1	<i>H. Ancher</i>		<i>S. by E.</i>	<i>Calcu</i>	<i>0</i>			<i>30.35</i>	<i>68</i>	<i>64</i>	<i>64</i>	<i>h.c.m.</i>	<i>bi's</i>		<i>1</i>	
2	"		<i>E. S. E.</i>	<i>at N.</i>	<i>0.5</i>			<i>30.36</i>	<i>66</i>	<i>63</i>	<i>63</i>	<i>h.c.m.</i>	<i>bi's</i>		<i>3</i>	
3	"		<i>East</i>	"	<i>1-3</i>			<i>30.37</i>	<i>65</i>	<i>62</i>	<i>62</i>	"	<i>bi's</i>		<i>1</i>	
4	"		"	<i>South</i>	<i>1-3</i>			<i>30.37</i>	<i>65</i>	<i>62</i>	<i>62</i>	"	"		<i>1</i>	
5	"		<i>E. S. E.</i>	<i>Calcu</i>	<i>0</i>			<i>30.38</i>	<i>65</i>	<i>63</i>	<i>63</i>	<i>h.c.m.</i>	<i>bi's</i>		<i>1</i>	
6	"		<i>N. N. W.</i>	<i>N. E.</i>	<i>2</i>			<i>30.40</i>	<i>63</i>	<i>62</i>	<i>61</i>	<i>h.c.m.</i>	<i>bi's</i>	<i>N. N. W.</i>	<i>6</i>	
7	"		"	"	<i>2</i>			<i>30.45</i>	<i>62</i>	<i>62</i>	<i>61</i>	"	"	"	<i>6</i>	
8	"		<i>Ship N.</i>	"	<i>3-5</i>			<i>30.45</i>	<i>62</i>	<i>62</i>	<i>61</i>	<i>h.c.m.</i>	<i>bi's</i>	<i>N. N. W.</i>	<i>7</i>	
9	"		"	"	<i>3-5</i>			<i>30.45</i>	<i>64</i>	<i>63</i>	<i>62</i>	"	<i>bi's</i>	"	<i>7</i>	
10	"		<i>South</i>	"	<i>3-6</i>			<i>30.46</i>	<i>64</i>	<i>66</i>	<i>64</i>	<i>h.c.m.</i>	<i>bi's</i>	"	<i>7</i>	
11	"		<i>Ship E.</i>	"	<i>3-6</i>			<i>30.45</i>	<i>67</i>	<i>66</i>	<i>64</i>	"	"	"	<i>8</i>	
Noon.	"		<i>at E. by E.</i>	"	<i>2</i>			<i>30.45</i>	<i>67</i>	<i>67</i>	<i>64</i>	"	"	"	<i>9</i>	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

550 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1650 "

Coal consumed during the preceding 24 hours,

tons, 755 lbs.

Coal remaining on hand at noon,

51 " 470 "

P. M.																
1	<i>H. Ancher</i>		<i>E. S. E.</i>	<i>N. E.</i>	<i>3</i>			<i>30.45</i>	<i>68</i>	<i>66</i>	<i>64</i>	<i>h.c.m.</i>	<i>bi's</i>		<i>9</i>	
2	"		<i>East</i>	"	<i>3</i>			<i>30.43</i>	<i>67</i>	<i>68</i>	<i>65</i>	<i>h.c.m.</i>	<i>bi's</i>		<i>10</i>	
3	"		<i>S. E. by E.</i>	"	<i>3</i>			<i>30.42</i>	<i>66</i>	<i>66</i>	<i>65</i>	"	<i>bi's</i>		<i>10</i>	
4	"		"	"	<i>3</i>			<i>30.41</i>	<i>66</i>	<i>66</i>	<i>64</i>	"	<i>bi's</i>		<i>10</i>	
5	"		<i>Ship N.</i>	<i>at E.</i>	<i>3</i>			<i>30.44</i>	<i>66</i>	<i>66</i>	<i>65</i>	"	<i>bi's</i>		<i>10</i>	
6	"		<i>N. N. E.</i>	"	<i>3</i>			<i>30.39</i>	<i>66</i>	<i>65</i>	<i>64</i>	"	<i>bi's</i>		<i>10</i>	
7	"		<i>at N. by N.</i>	"	<i>2</i>			<i>30.39</i>	<i>67</i>	<i>65</i>	<i>64</i>	"	"		<i>10</i>	
8	"		<i>N. N.</i>	"	<i>1</i>			<i>30.39</i>	<i>67</i>	<i>65</i>	<i>64</i>	<i>h.c.m.</i>	"		<i>9</i>	
9	"		"	"	<i>1</i>			<i>30.39</i>	<i>68</i>	<i>64</i>	<i>61</i>	"	"		<i>9</i>	
10	"		"	"	<i>1</i>			<i>30.35</i>	<i>67</i>	<i>64</i>	<i>63</i>	<i>h.c.m.</i>	<i>bi's</i>		<i>9</i>	
11	"		"	"	<i>1</i>			<i>30.35</i>	<i>67</i>	<i>64</i>	<i>63</i>	<i>h.c.m.</i>	<i>bi's</i>		<i>10</i>	
Mid.	"		"	"	<i>0.7</i>			<i>30.32</i>	<i>67</i>	<i>65</i>	<i>64</i>	"	"		<i>10</i>	

under the command of

Commander L. C. Wilmer.
Friday October 12

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 11 AM. Began with fair hazy weather with a heavy dew and calm until 1:30 when the wind came out of the N.E. in a stiff squall with a typical cloud arch. For most of this watch light air with frequent light squalls coming from the north at the end of the watch.

Leop. N. Hayward Lieutenant

Began with fair hazy weather with a heavy dew and light air from North. Calm during second hour. Then light breeze from S.E. Barometer rising rapidly. Released three apprentices & class J. Carpenter, C. Baker, H. P. Cook, J. Banks and J. H. Hederman. A. R. O'Rourke Hospital Steward left the ship under orders to proceed to the Naval Hospital at Norfolk with C. D. Detmold Quartermaster & class and J. Potter and H. H. Knight Apprentices & class, who with their necessary transfer papers and their effects are being transferred to the Receiving Ship at Norfolk. O'Rourke had further orders to report to the Commandant and then to return to his ship. Received in Pay Department 249 pounds of fresh bread, 387 1/2 pounds of meat, and 196 1/2 of vegetables. Made the morning inspection of magazines and found the air fresh and the temperature normal. The temperatures were: 70° and 73° forward, 70° and 69° aft, and 70° and 73° in the percussion locker. Ground gear and air equally at the end with a strong E-breeze running.

Leop. N. Hayward Lieutenant

Cloudy pleasant weather gentle to moderate N.E. wind with occasional stiff squalls during first half. Commenced sweeping to flood at 10:15. The Captain awarded the following punishment: P. J. Kelly, disorderly in ranks, 4 hours extra duty; M. A. McCormick, disorderly and talking in ranks, 6 hours extra duty; J. H. Mitchell, noisy in ranks, 6 hours extra duty; J. M. Pawling, loitering in boat, 4 hours extra duty; J. W. Whisman, leaving boat while its repairs, 6 hours extra duty; J. Murphy, J. H. Gumpinger, E. H. Williams and J. Columbus, talking at formation, 6 hours extra duty. All the above apprentices & class. J. H. Holdsworth, App. & class, absent from the quarters, 10 hours extra duty; 10 hours extra duty. Released the following from confinement, their terms having expired, all apprentices & class: J. H. Harkamp, J. H. Hederman, J. H. Middleton and J. L. Willison. J. H. Hederman, App. & class, no confinement for his days in accordance with sentence awarded Oct. 6, 1902. Painting spar colored paint work. Cleaning and painting boats. The Engineering Board with one of J. H. Kelly, Jr., 1st class, at 11:30 and postponed at 10:15 to await the action of the Commanding Officer.

N. H. Wright Lieutenant

Midnight 11 PM. Cloudy to overcast, hazy weather. Gentle breeze from N.E. Barometer fell. Engaged in cleaning and painting boats and spots on the spar and gun deck. Made weekly test of flood drain and overflow valve and found them in good order.

J. J. Long, Engineer

11:45 PM. Cloudy overcast and misty. Gentle N.E. breeze decreasing to light air last hour. Strong E-breeze about 1:30. At 4:30 muddled at quarters. Inspected magazines and storerooms, finding normal temperatures and air fresh. Confined the following for 15 days: J. Banks, H. P. Cook, C. Baker and J. Carpenter all Apps & class.

N. H. Wright Lieutenant

12:00 AM. Overcast and damp weather. Light air from N.E. Barometer fell. Ship riding to the tide throughout the watch.

J. J. Long, Engineer

Examined and found to be correct.

J. H. Hebbard Navigator

LOG of the UNITED STATES

Tanning Ship Coast

Tide Rate,

At Anchor in the Harbor of Galveston, Tex

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry.	Air Wet.	Water at Surface.	Forms of by symbols.	Moving form.	Amount, estimated.
A. M.																
1			At Anchor	At anchor	At anchor	2			30.30	69	64	64	a.c.m.	Sc		10
2			"	S. by E	"	1			30.28	69	64	64	"	"		10
3			"	S. E	S. E	3-4			30.24	69	65	65	a.c.m.g.	Sc		10
4			"	"	"	3-4			30.22	69	68	66	"	"		10
5			"	"	"	3-4			30.19	69	68	67	"	"		10
6			"	At	"	3-4			30.17	68	68	67	"	"		10
7			"	E by N	E. N. E	4-5			30.14	66	68	67	"	"		10
8			"	"	E. S. E	3-5			30.12	66	69	67	"	"		10
9			"	E. S. E	"	3-5			30.10	70	70	68	a.c.m.g.	"		10
10			"	"	"	3-5			30.03	70	70	69	"	"		10
11			"	"	"	3-5			29.96	70	70	69	"	"		10
Noon.			"	S. S. E	"	3-5			29.92	70	70	69	a.c.m.g.	Sc		10

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

5.50 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

"

Coal consumed during the preceding 24 hours,

11.00 tons, 1605 lbs.

Coal remaining on hand at noon,

50 " 1125 "

P. M.													
1	At anchor	S. E by S	S. E.	3-4	29.87	70	70	69	a.c.m.g.	Sc		10	
2	"	S. E.	"	3-5	29.84	71	70	69	"	"		10	
3	"	"	"	3-5	29.77	71	69	68	"	"		10	
4	"	"	"	3-5	29.73	71	70	69	"	"		10	
5	"	S. E by S	"	3-4	29.70	71	70	70	a.c.m.g.	S. E		10	
6	"	"	"	3	29.69	70	73	72	a.c.m.g.	"		10	
7	"	S. E by S	"	2	29.65	73	72	72	h.c.m.g.	Sc	dist	9	
8	"	S. W. by N	S. S. W.	3	29.60	73	72	72	h.c.m.g.	Sc	-	7	
9	"	S. W. by N	"	3-4	29.57	76	75	74	h.c.m.g.	Sc	S. E	6	
10	"	"	"	3-4	29.52	76	75	74	"	"		6	
11	"	"	"	3-5	29.50	76	75	74	h.c.m.g.	Sc	dist	6	
Mid.	"	S. W. by N	"	3	29.50	74	73	73	h.c.m.g.	"		9	

under the command of

Commander L. P. Kelner
Saturday October 11.

, U. S. Navy,
, 1902 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 am:-

Overcast, cloudy and misty. Barometer falling. Light N.W. breeze and air, the wind
hailing to S.W. & toward end of first half and blowing in moderate squalls strong to flood
Stairs 1.00 and 2.00
V. Whiting Lintus

Viburnum Lentos.

At 8 Am:-

466 S Am.
Forecast cloudy, misty and squally, light passing showers last hour. Barometer falling
quite to moderate ESE breeze, backing to ENE, last half and increasing to stiff breeze. Rid-
ing across wind and tide. Made morning inspection of magazines and shell room -
temperatures normal and air fresh. Received in Department bond \$249 lbs fresh beef,
\$43 lbs fresh vegetables and \$23 lbs fresh meat. Released the following boys from confine-
ment: J. Bunker, G. W. Cook, C. Sabar and J. Carpenter. Lighted fires in boiler at 7:10

V. H. Wright. Lieut. U.S.N.

V. Kuegel Lieutenant

Sam to Meridian:-

Forecast, passing same squalls. Gentle breeze from S.E., accompanied by squalls of stiff breeze force. Barometer falling rapidly. Field lay on both sides. Commenced distilling with today at 4:00. The U.S. Menomongela entered port at 10:00 and anchored just below the Landing Exchange numbers with her.

J.E. Broad Ensign 1841

Z. E. Briggs, Curigull, N. H.

Meridian to 40 M:-

Meridian to 4 P.M. -
Overcast and squally with rain. Barometer falling rapidly. Gentle stiff breeze
from S.E. Distilling with showers. Herbert D. Faxon, Esquille M.

Robert G. Spencer Esquire, N.Y.

4 to 8 PM:-

4 to 8 PM:-
Overcast to cloudy. Misty. Lightning to W and N.W. Stiff to quite breeze from S.E. Barometer falling. Maximum insolated temperatures forward 73-77, aft 70-81, small-arm 73-77, no fresh air.

38. Briggs, Emma M.

8 P.M. to Midnight.

Cloudy and squally. Continuous lightning to Northwest and North. Equally
Rain last two hours. Barometer low and nearly steady. Gentle S. stiff breeze from 2.30 to
and West. Distilling with a boiler. H. W. T. Sparrow Concord Mass.

Wm. H. Garrison Congress.

Examined and found to be correct.

W. Hubbard Lieut. U.S.N. and

Navigator.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heed.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather by symbols.	CLOUDS.			the State of Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry.	Air Wet.		Forms of clouds by symbols.	Moving from.	Amount, sea to sky.	
A. M.																	
1			<i>At anchor</i>	<i>S. by N.</i>	<i>West</i>	3			29.55	73	68	67	<i>b. c. m. s.</i>	<i>a. c. m. s.</i>		9	
2			"	<i>S. N. by S.</i>	"	3			29.54	74	61	61	<i>a. c. m. s.</i>	"	<i>West</i>	10	
3			"	"	"	3.5			29.54	72	65	65	"	"	"	10	
4			"	<i>N. by N.</i>	"	3.5			29.55	72	61	61	"	"	"	10	
5			"	<i>N. N.</i>	"	3.5			29.62	66	61	61	<i>a. c. m. s.</i>	<i>N.</i>	"	10	
6			"	<i>N. N. N.</i>	<i>N. N.</i>	4.7			29.66	69	61	61	"	"	"	10	
7			"	"	"	4.6			29.72	64	62	61	"	"	"	11	
8			"	"	<i>N. N. N.</i>	4.6			29.75	65	63	61	<i>a. c. m. s.</i>	<i>b. c. m. s.</i>	"	10	
9			"	<i>N. N. by S.</i>	"	4.6			29.84	66	63	61	"	<i>b. c. m. s.</i>	"	10	
10			"	"	"	4.6			29.85	66	65	62	<i>b. c. m. s.</i>	"	"	9	
11			"	"	<i>N. N.</i>	4.5			29.88	68	67	63	"	<i>b. c. m. s.</i>	"	4	
Noon.			"	<i>N. N.</i>	"	4.6			29.90	70	69	64	"	"	"	3	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

550 gallons.

1900 "

2450 "

1 tons, 2115 lbs.

48 " 1250 "

P. M.																	
1			<i>At anchor</i>	<i>N. N.</i>	<i>N. N.</i>	3.4			29.90	71	72	65	<i>b. c. m. s.</i>	<i>b. c. m. s.</i>		3	
2			"	"	"	3.4			29.93	72	74	67	"	"	"	3	
3			"	"	"	3.4			29.94	74	76	68	"	"	"	3	
4			"	<i>S. N.</i>	"	3.4			29.96	74	75	68	"	"	"	4	
5			"	<i>S. S. E.</i>	<i>N. S. N.</i>	2			29.99	73	73	62	<i>b. c. m. s.</i>	"	"	4	
6			"	<i>S. S. by S.</i>	"	1			30.03	73	69	65	"	<i>b. c. m. s.</i>	"	4	
7			"	<i>S. S. E.</i>	<i>South</i>	0.1			30.03	71	66	64	<i>b. c. m. s.</i>	"	"	4	
8			"	<i>N. S. N.</i>	<i>S. S. N.</i>	1			30.04	70	64	62	"	"	"	4	
9			"	<i>N. N.</i>	<i>S. N. by N.</i>	1			30.05	71	64	62	<i>b. c. m. s.</i>	<i>b. c. m. s.</i>	"	2	
10			"	"	"	2			30.05	69	64	62	"	"	"	3	
11			"	<i>N. N. by S.</i>	"	2			30.06	69	63	61	<i>b. c. m. s.</i>	"	"	3	
Mid.			"	<i>N. N.</i>	<i>S. N.</i>	2			30.06	69	63	61	"	<i>b. c. m. s.</i>	"	4	

under the command of

Commander L. C. Hubbard
Sunday October 12

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 PM. Overcast, misty and rain squalls. Gentle breeze from West coming in stiff breeze force at times. Barometer steady. Distilling with boiler "A".
J. E. Briggs, Comptroller U.S.N.

4 to 8 AM:-

Overcast, misty and damp weather. Breeze to fresh breeze from West hauling to N.W. Very unsteady in force, sometimes coming in puffs of moderate gale force. Barometer rising. Received in Pay Department \$48.46 bread, 66 lbs meat. Magazines unpacked. Temperature forward 70-72, aft 73-76, small arm 74-77, no fuel air. Distilling with boiler "A".
J. E. Briggs, Comptroller U.S.N.

8 AM to Meridian:-

Overcast to nearly clear. Squally. Barometer rising rapidly first hour. Fresh to moderate breeze from N.W. At 9:30 mustered crew at quarters after which the ship and crew were inspected by the Commanding Officer. Participated with sailors.
Robert C. Spencer, Surgeon U.S.N.

Meridian to 4 PM:-

Begins with fair pleasant weather and gentle breeze from N.W. in moderate squalls. Barometer rising. At 3:25 began to swing to the flag of starboard starboard. At the end the twin wind and flood tide athwart the stream. Distilling with steam from boiler.
Sergeant N. Hayward sent U.S.N.

4 to 8 PM:-

Nearly clear and pleasant. Damp last two hours. Barometer rising slowly. Light breeze from N.W. to calm. Cook A. R. and Burke F. Appointed group in double rows for the night.
Robert C. Spencer, Surgeon U.S.N.

8 PM to Midnight:-

Begins with fair warm weather and light breeze from N.W. Wind grew to light breeze. At 12:00 stopped distilling and changed.
Sergeant N. Hayward sent U.S.N.

Examined and found to be correct.

Hubbard Lieutenant and Navigator.

LOG of the UNITED STATES

Training Ship Essex

Thad Rate,

At Anchor in the Harbor of Gardonsville Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather by symbols.	CLOUDS.			the State of Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air Dry.	Air Wet of Bath.	Water at Surface.	Forms of by symbols.	Moving form.	Amount, sea to horizon.	
A. M.																
1			At Anchor	S. W. by N.	S. W. by S.	2		30 07	67	63	62	bc. sm.	bc. sm.		3	
2				S. W. by S.	"	2		30 07	67	62	62	"	"		3	
3				S. by S.	"	2		30 08	67	62	62	"	"		3	
4				S. by E.	"	2		30 08	67	61	61	"	"		3	
5				S. by E.	"	2		30 08	66	61	60	bc. sm.	"		3	
6				"	"	2		30 11	65	61	60	"	"		3	
7				"	"	3		30 10	63	61	60	"	bc. sm.		3	
8				S. W. by S.	"	3		30 10	63	62	61	"	"		3	
9				"	"	2		30 14	68	66	66	"	bc. sm.		3	
10				S. W.	"	1		30 13	69	70	66	"	"		3	
11				W. by S.	"	2		30 13	71	72	67	"	"		3	
Noon.				W. by S.	"	3		30 10	73	74	68	"	"		3	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

550 gallons.

Water Distilled during the preceding 24 hours,

850 "

Water remaining on hand fit for use at noon,

2750 "

Coal consumed during the preceding 24 hours,

1 tons, 570 lbs.

Coal remaining on hand at noon,

47 " 680 "

P. M.																	
1	At Anchor	S. W. by N.	S. N. by S.	3-4	30 05	74	79	69	bc. g.	bc. sm.	"	"	"	"	"	4	
2	"	S. N. by S.	"	3-4	30 05	74	79	69	"	"	"	"	"	"	"	4	
3	"	"	"	3	30 05	76	79	70	bc. s.	bc. sm.	"	"	"	"	"	4	
4	"	South	"	3	30 05	76	79	70	"	"	"	"	"	"	"	6	
5	"	S. S. E.	"	3	30 05	76	76	70	bc. m.	"	"	"	"	"	"	6	
6	"	S. E.	"	3	30 05	73	73	69	bc. m. g.	"	"	"	"	"	"	6	
7	"	South	"	3-4	30 05	73	72	68	"	"	"	"	"	"	"	6	
8	"	"	"	3-4	30 05	73	71	67	bc. m. g.	"	"	"	"	"	"	6	
9	"	S. N. N.	"	2	30 05	73	69	66	"	"	"	"	"	"	"	7	
10	"	S. N. by S.	"	2	30 05	73	68	66	"	"	"	"	"	"	"	7	
11	"	S. N. by N.	"	2	30 05	73	68	66	"	"	"	"	"	"	"	7	
Mid.	"	S. N.	"	3	30 03	73	70	67	"	"	"	"	"	"	"	7	

At Anchor in the Harbor of Baltimore Md

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Height in inches.				Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Forms of clouds by symbols.	Moving form.		Amount, percentage.			
A. M.																				
1	At anchor			S. W.	S. W.		2-3			30.03	72	71	66		bc, c.	bc		10		
2	"			West	"		2-3			30.02	72	70	66		bc, c.	bc		10		
3	"			S. W. by N.	"		3			30.02	71	68	66		bc, c.	bc		10		
4	"			S. W. by S.	"		2			30.01	71	68	66		bc, c.	bc		8		
5	"			S. E.	"		2			30.01	71	68	67		bc, c.	bc		10		
6	"			"	"		2			30.02	71	68	68		"	"		10		
7	"			S. E. by S.	"		2			30.03	70	68	67		bc, c.	bc		8		
8	"			At anchor	"		3			30.04	71	68	67		"	"		9		
9	"			"	S. E.		3-4			30.05	61	68	67		bc, c.	bc		10		
10	"			"	"		3-4			30.07	66	66	66		"	"		10		
11	"			"	"		3-4			30.07	66	66	66		"	"		10		
Noon.	"			S. S. W.	"		3			30.07	68	66	66		"	"		10		

Position at 8 A. M.	Latitude by	0	"
	Longitude by	0	"
Position at noon:	Latitude by observation	0	"
	Longitude by observation	0	"
	Latitude by D. R.	0	"
	Longitude by D. R.	0	"

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water consumed during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

558 gallons.

558 "

2730 "

1 tons, 140 lbs.

46 " 540 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Moist. at d.	Water at Surface.	State of the Weather by symbols.	Forms of clouds by symbols.	Moving form.	Amount, percentage.	State of the Sea.
1	At anchor			N. by E.	N. E.	1			30.06	66	65	61			bc, c.	bc		10	
2	"			N. by W. by N.	"	1			30.06	66	66	61			"	"		10	
3	"			N. W.	East	0			30.06	67	68	64			bc, c.	bc		10	
4	"			N. W. by S.	"	0			30.06	68	68	64			"	"		9	
5	"			S. E.	S. E.	1			30.06	68	68	64			bc, c.	bc		6	
6	"			S. E.	S. E.	1			30.06	67	68	62			"	"		6	
7	"			"	West	1			30.07	67	68	61			bc, c.	bc		5	
8	"			N. by E.	N. by W.	2-3			30.17	67	68	56			bc, c.	bc		5	
9	"			N. W.	"	4-5			30.20	66	66	57			"	"		5	
10	"			"	"	4-5			30.21	63	63	48			"	"		4	
11	"			"	"	3-4			30.27	63	63	47			"	"		3	
Mid.	"			N. W. by S.	"	3-4			30.27	61	62	46			"	"		2	

under the command of

Commander L. C. Newman
Tuesday October 1st

, U. S. Navy,

, 1903.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 11 AM Began overcast light breeze with light breeze from S. Hair squalls. Drizzling during second hour and light rain during third. Distilling with steam from A boiler.
11 AM to 8 AM.

Reop. A. Hayward
Lieutenant

Began cloudy threatening rain with light breeze from S. W. Moderate rain first two hours. Scrubbed white bag. Drizzling after second hour. Grew in pay department 48 pounds of bread and 616 of meat and of vegetables. Made the morning inspection of magazine and found the air fresh and the temperatures normal. The temperature of the forward 71° and 69° aft and 70° and 71° in the percussion locker.
Reop. A. Hayward
Lieutenant

8 AM to Meridian. Overcast and cloudy, threatening rain first half. Gentle to moderate S. E. wind, falling lighter last hour. Fading to 4th. At 9:30 mustered at quarters and spread of physical drill. Had routine drill for 1st and 2nd periods. Released P. L. Carson, App. S. E. from confinement his sentence having expired, and placed Act. Brown, App. S. E. in solitary confinement on bread and water for 5 days in accordance with sentence awarded Sept. 11, 1902 for using obscene language. The Captain awarded the following punishment to P. L. Goldsmith, App. S. E. being held of order 10 days double work, P. L. Brown, App. S. E. for instantly leaving on sick and short-coming to strong boat, 6 hours extra duty in accordance with above sentence. P. L. Goldsmith was placed in double work for 10 days. Distilling with steam from boiler A.

Meridian to 4 PM. Overcast. Light air from S. E. calm last half of watch. Barometer steady. Received from Honolulu Surgeon J. G. Ford. Norfolk by the yard tug in pay department 90 lbs flour, in store engineering 50 lbs venetian red, 20 lbs white zinc, 50 lbs white lead, 5 gals lined oil, 12 shoes, in Ordnance department 50 combination fire primers, also from the 3rd Regt. Cavalry, Norfolk 2 (P. S. E.) with his bag and hammock. The order (P. S. E.) received permanent appointment as cook Post for and left rail and blacked hammock clothes. Testing committee of Midroom officers called on the Captain and Midroom officers of the U. S. Menongahela. Distilling with boiler A.

J. P. Ponggo
Ensign U. S. N.

4 to 8 PM. Fair and pleasant. Light air from S. E. evening to West. At 7:45 a stiff squall came suddenly, out of the N. N. W. Slowing to flood between 4:00 and 5:00. Barometer rising rapidly. At 4:30 mustered at quarters. Made inspection of magazine and shell room. Temperatures normal and air fresh. At 5:00 signaled to Menongahela. Gen. H. B. Brown - approximately Distilling with steam from boiler A.

J. P. Ponggo
Lieutenant

8 PM to Midnight. Fair and cool. Breeze to stiff breeze from N. E. W. Barometer rising. The Midroom officers of the U. S. Menongahela called on the Captain and Midroom officers of this ship. Distilling with boiler A.

J. P. Ponggo
Ensign U. S. N.

Examined and found to be correct.

J. M. Hubbard
Lieutenant

Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

At anchor in the Harbor of Hampton, Va. and making passage to Hampton Roads, at anchor at Hampton Roads.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heed.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry.	Air Wet.	Water at Surface.	Forms of clouds, by symbols.	Moving form.	Amount, estimated.	
A. M.																	
1	At anchor			S. by N.	S. N. W.	3			30 27 60	52 46	bc. mg.		bc. mg.	bc. S		2	
2	"			"	"	3			30 27 57	51 46	bc. mg.		bc. mg.	"		2	
3	"			"	"	2			30 27 57	50 46	"		"	"		2	
4	"			"	"	2			30 27 57	49 46	"		"	"		2	
5	"			S. by N.	"	4			30 28 58	50 45	bc. mg.		bc. mg.	"		2	
6	"			S. by E.	"	4			30 29 57	49 45	"		"	bc. S		2	
7	"			S. E.	"	4			30 28 57	49 45	"		"	bc. S		2	
8	"			S. by E.	"	4			30 34 57	52 47	"		"	"		2	
9	"			"	S. E.	3			30 33 57	58 53	"		"	"		2	
10	"			"	"	2			30 32 57	60 54	"		"	"		2	
11	"			"	S. E.	2			30 31 57	62 55	"		"	"		2	
Noon.	2 0	40		"	"	2			30 31 57	64 58	"		"	"		2	

Position at 8 A. M. { Latitude by
 { Longitude by
 { Latitude by observation
 { Longitude by observation
 Position at noon: { Latitude by D. R.
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																	
1	5 0	9 0	S. E. 4 S														
2	2 0	11 0	bc. mg.	S. E. E.		2			30 28 57	62 61	bc. mg.	bc. S				3	
3	7 1	15 1		S. E. N.		2			30 24 57	62 61	"	"				3	
4	At anchor		N. by S.	"		2			30 24 60	65 61	"	"				3	
5	"		S. N.	S. N.		1			30 23 58	70 69	"	"				1	
6	"		S. by N.	S. by N.		2			30 22 62	62 62	"	"				2	
7	"		"	"		2			30 22 62	60 61	"	"				2	
8	"		East	"		2			30 22 63	60 61	bc. mg.	"				2	
9	"		"	"		2			30 22 60	60 61	"	"				2	
10	"		N. E. N.	N. S. N.		3			30 24 64	60 60	bc. mg.	"				2	
11	"		"	"		3			30 23 64	59 60	"	"				2	
Mid.	"		N. E.	"		3			30 22 62	57 60	"	"				2	
	"		"	"		3			30 21 62	58 57	"	"				2	

under the command of

Commander L. B. Hudson
Wednesday October 15

, U. S. Navy,

, 1903.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and continue clear and fair, light breeze from N.W. bright moon and star light. Riding to 404. Barometer steady at 30.0 lighted fires under boilers C and D.

W. M. Wright Lieut. 11.11.11

11.08 AM:-

Clear and fair. Moderate N.W. wind. Shaving to flood between 5.00 and 6.00. Barometer rose last hour. Steam formed in boiler C & D at 7.00. Made preparations for getting underway. Inspected magazine and shell room - finding temperatures normal and air fresh. Spent at Monongahela (wing way). - To Capt. Rice. Will you report my departure for Hampton Roads, Va. Children's Bureau - to Capt. Hudson. Of course I have an opinion of the ship, crew, and the gallant sails and rigging.

W. M. Wright Lieut. 11.11.11

8 AM to Meridian:- Fair and cool. Gentle breeze from N.E. shifting to light breeze from E.S.E. Barometer fell. Hoisted on steam launch and at 8.57, secured all hands, getting underway at 9.10 and stood down York River and Chesapeake Bay, the Captain's coming, and using steam from boilers A, C and D. Bent the *Spinnaker* and foresail. Exchanged the following signals with the *USS Monongahela*: E to M, Intending 121, M to E, Affirmative, M to E, 101 5992, E to M, 101 9541, M to E, 101 9541 and M to E, 101 9541. Detailed for fire room duty on the ship, seeing everything amok.

Meridian to 1 PM:-

Nearly clear, warm and pleasant. Hazy. Barometer falling. Light breeze to light air from E.S.E. passing to S.W. At beginning of watch standing down York River and in Chesapeake Bay on various courses under command of the Commanding Officer. Steaming under boilers A, C & D. Finished sewing out clothing and small stores. At 1.05, changed number with the *USS Hartford* which was standing down Chesapeake Bay. Stood in toward Hampton Roads, entered same and at 2.05 let go the first anchor in Hampton Roads in 12 1/2 fathoms, sandy bottom, veering to 60 fathoms forward of the bows. Left fires to die out in boilers A and D, and began distilling with boiler C. Steaming at anchor. All went comfort. Light 10.10.11 (gray). 10.10.11 flag staff 10.10.11 (gray).

W. M. Wright Lieut. 11.11.11

1 PM to 8 PM:- Fair and cool. Light breeze from S.W. Barometer steady. Mustard at quarter at 4.00. May again inspected temperatures forward 70-73, aft 68-69, small room 70-72 - no foul air. The *USS Worcester* passed in the Roads for Norfolk, exchanged following signals: A to E, 101 5992, E to A, 101 5992, A to E, 101 5992, E to A, 101 5992. Distilling with boiler C.

W. M. Wright Lieut. 11.11.11

8 PM to Midnight:-

Nearly clear, hazy. Gentle breeze from N.W. At 8.00 began winging steam to starboard and left side. Finished winging at 8.00. Distilling with C boiler.

W. M. Wright Lieut. 11.11.11

Examined and found to be correct.

H. A. H. V. Lieut. 11.11.11 and Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

At Anchor in the Harbor of Hampton Roads, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.		Form of clouds, by symbols.	Meaning form.	Amount, sea state, in fathoms.	
A. M.																			
1	At Anchor		W by S	N. S. N.	3					30.20	61	58	57		bc.	ci.s		1	
2	"		S. W. by N.	"	3					30.19	61	58	57		"	"		1	
3	"		S. W.	"	3					30.19	60	57	56		"	"		1	
4	"		S. by N.	"	3					30.18	60	57	56		"	"		1	
5	"		E by S.	South	3					30.17	62	56	55		"	"		1	
6	"		"	S. W.	3					30.18	62	56	55		"	"		2	
7	"		"	N. S. N.	3					30.19	60	58	57		"	"		1	
8	"		"	"	3					30.20	68	62	54		"	"		1	
9	"		S. E. by E.	"	3					30.21	60	61	58		"	"		1	
10	"		S. W. by N.	"	2					30.21	60	64	57		"	"		2	
11	"		N. by S.	"	1					30.21	61	64	57		"	"		2	
Noon.	"		"	"	0-1					30.21	63	67	63		"	"		2	

Position at 8 A. M. { Latitude by " " "

{ Longitude by " " "

{ Latitude by observation " " "

Position at noon: { Longitude by observation " " "

{ Latitude by D. R. " " "

{ Longitude by D. R. " " "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by " " "

{ Longitude by " " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours.

Water *Distilled* during the preceding 24 hours, 550 gallons.

Water remaining on hand fit for use at noon, 550 "

Coal consumed during the preceding 24 hours, 2750 "

Coal remaining on hand at noon, 2 tons, 16 lbs. 40 " 17 lbs. "

P. M.																			
1	At Anchor	W by S	East	0						30.17	66	70	66		bc, sm.	ci.s		2	
2	"	"	N. by E.	1						30.17	66	63	65		"	"		2	
3	"	S. W.	S. E.	1						30.16	67	73	68		"	"		2	
4	"	S. by E.	East	2						30.15	67	70	67		"	"		2	
5	"	S. E.	S. E.	3						30.15	67	68	66		"	"		2	
6	"	East	S. E.	2						30.15	67	67	66		"	"		3	
7	"	E by N.	"	2-1						30.16	68	66	65		"	"		3	
8	"	"	"	2						30.17	68	65	64		bc, sm.	"		2	
9	"	"	"	1						30.18	67	64	62		"	"		2	
10	"	N. S. N.	"	1						30.19	69	64	62		"	"		2	
11	"	N. by W.	"	1						30.19	67	63	61		"	"		2	
Mid.	"	"	"	1						30.19	67	61	60		"	"		2	

under the command of

Commander L. C. Hudson
Thursday October 16

, U. S. Navy,

1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 8:00: Fair and pleasant. Gentle breeze from N.W. Barometer fell slightly. Distilling with boiler B. until 2:40 when banded pressure in the boiler.

At 8:00 am:-

37.8 deg, Barometer 30.1

Fair and pleasant. Gentle breeze variable in direction. Barometer rose. The U.S.S. Warbler passed down the Canal, exchanged following signals with her, N.W. E. Cornet 070, E.N. Cornet 176, N.W. E. Interrogatory 846, E.N. Affirmative. Magazine inspected, temperatures forward 70-71, aft 68-66, smoke drum 70-72, no foul air. Allowing fires to die out in E boiler.

37.8 deg, Barometer 30.1

8:00 to Meridian:-

Nearly clear and warm. Gentle breeze to light air from N.W. At 9:00, mustered crew at quarters. Received in Pay Department 25th the books. The Commanding Officer awarded the following frivichments: Mr. Barry D. permanently taking in racks, 10 hours extra duty; Benton W. (App. 8) disobedience of orders and out of uniform, 10 hours extra duty. Received in Pay Department six thousand two hundred (\$2,200) dollars pay.

Robert T. Howard Surgeon

Meridian to 4 PM:-

Signs fair, hazy and warm with light air from N.W. Calne. Received in Pay Department 65 pounds of meat and of vegetables. Got up spare topsails and had them up ready for hoisting. The San Francisco entered and we exchanged messages with her. She came to an anchor at 3 about 300 yards down stream and hoisted the Senior Officer's Command at 3:45. Began to swing to the flood stern to starboard. Light breeze from East at the end with the ship athwart the stream and swinging.

Wm. H. Hayward Lieutenant

At 6 PM:- Nearly clear, hazy. Gentle breeze to light air from N.E. overing to E.S.E.

At 4:10 the U.S.S. San Francisco was granted passage. Received following message from San Francisco. Thanks so, we go to Navy Yard at once, come on board. (Sig. 1) Walter. The Commanding Officer paid an official call upon the U.S.S. San Francisco. Inspected magazine, temperatures normal, no foul air. Burke (App. 8) and Carl (App. 8) confined in double irons for the night.

Robert T. Howard Surgeon

4 PM to Midnight:-

Signs fair, hazy and pleasant with bright moonlight and light breeze from E.S.E. Wind falls light air. Ship began swinging to the left at 9:15 stern to starboard. At 11:10 first noticed the moon darkening at about 11:10 saw the first of the eclipse shadow in the total lunar eclipse. At the end very near the beginning of the eclipse light breeze from E.S.E.

Wm. H. Hayward Lieutenant

Examined and found to be correct.

H. Hubbard

Lieutenant

Navigator.

LOG of the UNITED STATES

Training Ship Essex

3rd Rate,

At anchor in the Harbor of Hampton Roads Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.	Under Surface.		Form of, by symbols.	Amount, in tenths of form.	Amount, in tenths of form.	
A. M.																				
1	At anchor			N. by S.	S. N.		3			30 21	66	61	60		b. c. m.	ci S		2		
2	"			N. S. N.	"		3			30 21	66	61	59		"	"		2		
3	"			"	"		3			30 20	65	61	59		"	"		2		
4	"			S. N. by S.	"		2			30 19	65	61	59		b. c.	"		2		
5	"			N. E.	S. S. N.		2			30 19	66	62	60		b. m.	—		0		
6	"			"	S. N.		2			30 19	66	62	61		b. c. m.	ci S		1		
7	"			N. E. by E.	"		1			30 22	65	63	61		"	"		1		
8	"			E. N. E.	"		1			30 23	66	69	66		"	"		1		
9	"			E. by N.	"		1			30 25	66	70	70		"	"		1		
10	"			N. E.	"		1			30 25	66	70	70		"	"		1		
11	"			N. by N.	"		1			30 27	68	70	70		"	"		1		
Noon.	"			N. by E.	E. S. E.		3			30 27	68	72	70		"	"		1		

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																				
1	At anchor			N. by S.	E. S. E.		3			30 27	69	70	70			b. c. m.	ci S		2	
2	"			N. S. N.	"		3			30 24	69	71	67			"	"		2	
3	"			S. N. by N.	"		3			30 24	69	69	66			"	"		2	
4	"			S. S. N.	"		3			30 24	69	69	66			"	"		2	
5	"			E. N. E.	"		2			30 24	69	69	66			"	"		2	
6	"			"	E. N. E.		2			30 25	69	68	66			"	"		3	
7	"			E. by N.	East		3			30 27	69	67	66			"	"		2	
8	"			E. N. E.	E. by S.		3			30 27	69	66	65			"	"		2	
9	"			"	"		3			30 30	70	67	66			"	"		2	
10	"			"	"		3			30 32	70	67	66			b. c. m.	"		1	
11	"			"	"		3			30 32	70	67	66			"	"		2	
Mid.	"			N. N. N.	"		3			30 32	69	67	66			"	"		2	

under the command of *Commander L. C. Heister*
Friday October 17

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence sunset 18:00. Nearly clear, slight haze around horizon. Gentle to light breeze from S.W. The colors of the moon became total at 12:25, ended at 12:57. Moon left shadow at 1:05 and was clear again at 1:20. At 1:25 began swinging to flood. The stars to starboard.
Robert C. Sparrow Surgeon U.S.N.

4:45 AM:
Nearly clear, light haze. Light breeze to light air from S.W. and S.E. Inspected magazines. Temperatures normal no foul air. At 4:50 finished swinging to flood tide.
Robert C. Sparrow Surgeon U.S.N.

8 AM to Meridian:
Began with fair haze, pleasant weather and light air from S.W. Lowered steam launch. At 9:00 inspected at quarters and moved out clean hammocks and shifted and stowed them. At about 9:45 the tug Nahcota stopped ahead of the ship and Captain C. M. Thomas U.S. Navy came aboard to inspect the ship, her company and the drills. The inspecting officer then inspected at quarters, the first division clothing, the second and third bedding, and the ship. Then had sail drill for inspection, making sail to rigging in 15 minutes; furling light sails and reefing topsails in 3 minutes; and shaking out the reef and furling all sail in 5 minutes. Went to dinner at regular hour. The Captain of the San Francisco paid a visit of courtesy on board. Received in Pay Department 244 pounds of fresh bread. Rubbed the light gas. ~~Inspected~~ *Hayward* to E.C. and returned to quarters.
Hayward *Lieut. U.S.N.*

Meridian to 4 PM:
Clear pleasant weather. Gentle E.C. breeze. Began swinging to flood at 1:00. Continued inspection. Cleared ship for action in 13 minutes; cast loose and provided battery in 5 minutes; then went to fire quarters - all divisions reported ready with streams from all hose in 10 minutes; cleared from fire quarters in 8 minutes; abandoned ship; all boats provided and clear of ship in 10 minutes; called away boats armed and equipped for distant service in 12 minutes; formed battalion in 21 minutes. At 3:00 the inspection being completed, Captain C. M. Thomas left the ship.
W. Whittell *Lieut. U.S.N.*

4 PM to 8 PM: Began with fair haze and warm weather and light breeze from E.C. Made the afternoon inspection of magazines and found the air fresh and the temperatures normal. The temperatures were 70° and 72° forward, 70° and 70° aft, and 70° and 70° in the fore ammunition. Made a satisfactory weekly test of the magazine flood, drain and overflow cocks. Mustard at quarters and moved out sealed hammocks ready for stowage. Then apprentices' places were placed in double rows: 1. Ben Lick, 2. Quinn, 3. Sumner, 4. A. M. Lick, 5. J. H. Williams, 6. J. A. Anderson, 7. Banks, and 8. A. Grob and then were placed in solitary confinement on bread and water: 1. Schuyler and 2. H. Brown, and 3. H. Goldsmith. Apprentices' class was placed in double rows about 4:30. Finished at 8:00. The ship quite breeze from E.C. S.W.
Hayward *Lieut. U.S.N.*

8 PM to Midnight: Clear and pleasant. Heavy dew. Bright moonlight. Gentle E.C. S. breeze. At 11:10 began swinging to ebb.
W. Whittell *Lieut. U.S.N.*

W. Whittell *Lieut. U.S.N.* Navigator.

LOG of the UNITED STATES

Sailing Ship Essex

Dead Rate,

At Anchor at Hampton Roads Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Hvel.	Leway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount, estimated.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			Form of, by symbols.	Making form.		
A. M.																			
1	At Anchor			N by N.	E by S.	1			30.30	69	66	66			hazy.	a-s		2	
2	"			West	"	1			30.30	69	65	65			"	"		2	
3	"			N by S.	"	1			30.30	69	65	65			"	"		2	
4	"			N by N.	"	1			30.30	69	64	64			"	"		2	
5	"			S by N.	East	0			30.30	68	63	63			"	"		1	
6	"			E by E.	"	0			30.31	67	63	63			"	"		1	
7	"			"	North	1			30.33	66	64	63			hazy.	a-s		2	
8	"			"	"	1			30.34	66	65	64			"	a-s		3	
9	"			"	"	1			30.35	67	66	65			"	a-s		3	
10	"			"	S. E.	1			30.36	74	71	70			"	a-c		3	
11	"			S. E. by E.	East	2			30.37	74	73	71			"	"		3	
Noon.	"			N. E. by N.	S. E.	2			30.36	69	70	69			"	a-s		3	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

600 gallons.

"

1650 "

tons, 70.30 lbs.

39 " 1455 "

P. M.																			
1	At Anchor			N by N.	S by N.	2			30.34	69	72	70			hazy.	a-s		5	
2	"			N by S.	N by S.	2			30.32	70	74	72			"	a-c		7	
3	"			"	West	3			30.31	70	73	71			"	a-c		7	
4	"			N. by N.	N by N.	3			30.30	69	73	69			"	a-c		5	
5	"			S. by N.	N. by N.	3			30.31	69	69	67			"	a-s		2	
6	"			E by N.	East	2			30.30	71	69	67			hazy.	a-s		3	
7	"			E. by E.	"	1			30.30	70	68	67			"	"		3	
8	"			E by N.	"	1			30.30	70	68	67			"	a-c		4	
9	"			"	S. E.	2			30.31	70	67	66			"	a-s		3	
10	"			"	S. E.	3			30.31	71	67	66			"	"		5	
11	"			"	"	3			30.31	70	66	66			hazy.	a-s		4	
Mid.	"			North	"	3			30.29	70	66	66			"	a-s		4	

under the command of

Commander L. C. Hulbert.
Saturday October 18

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 P.M. Fair bazy and ~~Present with light moonlight and a~~
heavy dew. Light breeze from E by S. *Leop. N. Hayward* Lieutenant

4 to 5 P.M.

Began with fair bazy weather, bright moonlight, and a heavy dew. Light breeze from
E by S. Calm. Scrubbed hammocks. Made the morning inspection of magazines and
found the air fresh and the temperatures normal. The temperatures were 74° and 75° forward,
71° and 69° aft., and 76° and 72° in the forenoon. Light breeze from North.
Leop. N. Hayward Lieutenant

5 A.M. to Meridian.

Clear pleasant weather, light air and breeze from N. and E. Commenced raining to
the at 11:10. *St. Schultz* App. C. was released from confinement on account of expiration of
sentence. *McTalley* App. C. was given an acting appointment as Chief Commissary Steward to
date from Oct. 15, 1902. U. S. S. San Francisco and *Shen* got underway and stood off toward
Norfolk. *W. H. Wright* Lieutenant

Meridian to 4 P.M. Fair to cloudy, damp and lazy weather. Light breeze from E by N. hauling
to the Westward. Barometer fell. Sent liberty party ashore. *St. Schultz* Ensign

4 to 5 P.M.

Clear and fine. Gentle breeze from N. W. veering to East first half and falling to light air.
Hut to quarters and turned in clean hammocks. Inspected storeroom and magazines,
finding morning temperatures and air fresh. Confined in scabber irons for the night *St. Schultz*
Quirk and *A. P. Bach* App. C. Commenced raining to flood at 5:30. *W. H. Wright* Lieutenant

5 P.M. to Midnight.

Fair and pleasant. Misty around horizon. Barometer about steady. *St. Schultz* Ensign

J. H. Hulbert Lieutenant

Navigator.

LOG of the UNITED STATES

Training Ship Cass

Third Rate,

At Anchor in the Harbor of Hampton Roads, Va.

Hour.	Knots.	Fathoms.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Form of, by symbols.		Moving form.	Amount, estimated, of the		
A. M.																				
1	At anchor			N by N	N by N		2			30.30	69	67	66		b. c. m. s.	2. c. m. s.			5	
2	"			N by N	East		3			30.29	70	67	66		"	2. c. m. s.			3	
3	"			N by S	S. S. E.		4			30.28	69	66	66		"	2. c. m. s.			8	
4	"			N by S	N by S		2			30.29	69	66	66		"	2. c. m. s.			6	
5	"			S. N. E.	N. S. N.		2			30.29	69	65	65		"	2. c. m. s.			3	
6	"			E. S. E.	Calcut		0			30.30	60	65	65		"	2. c. m. s.			2	
7	"			N. E.	S. S. N.		1			30.28	68	65	65		b. c. m. s.	"			4	
8	"			E. N. E.	"		1			30.28	68	69	68		"	2. c. m. s.			3	
9	"			"	"		1			30.30	69	70	69		"	2. c. m. s.			4	
10	"			"	"		1			30.30	69	74	72		"	"			5	
11	"			N. E. by E.	Calcut		0			30.29	69	74	72		"	"			5	
Noon.	"			N. N. E.	"		0			30.26	70	74	72		"	"			7	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 550 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1100 "

Coal consumed during the preceding 24 hours, tons, 1095 lbs.

Coal remaining on hand at noon, 39 " 360 "

P. M.																			
1	At anchor			N. by N	N. E.		0-1			30.24	71	76	75			b. c. m. s.	2. c. m. s.		4
2	"			N by N	East		0-1			30.23	71	76	73			"	"		4
3	"			N by S	E. S. E.		2			30.23	71	73	71			"	"		3
4	"			N by S	"		2			30.22	71	70	71			"	"		3
5	"			"	"		2			30.23	71	70	68			b. c. m. s.	2. c. m. s.		3
6	"			S. N. by S	S. N.		2			30.21	71	70	68			"	"		4
7	"			East	S. S. E.		3			30.22	71	69	64			"	2. c. m. s.		2
8	"			N by N	S. S. N.		3			30.21	71	69	68			"	"		2
9	"			"	S. S. E.		2			30.21	72	69	68			b. c. m. s.	2. c. m. s.		2
10	"			"	"		2			30.21	73	68	67			"	"		3
11	"			"	"		2			30.21	73	68	67			"	"		3
Mid.	"			N by N	"		2			30.21	73	68	67			"	"		3

, U. S. Navy,
1902 .

Commenced and until 11 am - Partly clear and pleasant, misty and heavy dew. Moonlight Wind variable in force and direction being N.E.N. first hour, shifting to E. & back to N.E. and W. last hour. Finished sweeping lot etc at 12.20.

Feb. 28, 1900. - Partly clear and misty. Light air and breeze from S.W. and N.W. Continued pouring to flood at 4.50. Made morning inspection of sluiceways and magazines. Temperatures normal and air fresh. Put on steaming cover.

8 Miles Mindanao - Saw to cloudy, damp and lazy weather. Light breeze from S.W. Clear last half. Barometer fell. Mustard at quarters at 9.00. By order of the Captain released Tom Lick, J. Bremer & Resener. H. Marks, W. Williams, D. Newman, H. C. Cook, J. R. Kunkle, F. and Anne H. all apprentices & slave. Received in Pay Department \$46 like bread. By order of the Captain A. Jenkins. Captains clerk was returned to duty. The Wood House passed out. Exchange following signals such her No 6 Gun at 7 1/2. No 7 Gun at 1 1/2. At 5. Duster 708. At 7. Apparent. Two torpedo boats steamed out. Fire started in locker A at 2.30. Ensign all W.

Early clear warm and pleasant. Hazy about horizon. Calm to light breeze variable in direction. The U.S. Fish Com. Steamer Thetis passed out of the harbor at 1:55, made her number and requested permission orally to proceed. Permission granted. At 2:15 the Fish Com. Steamer Seagull and destroyer Stockton passed out, and at 2:20 the destroyer Decatur passed out and sent following message by megaphone: Decatur and Flatt bound for Port Royal, request permission to proceed. Answered by affirmative. At 2:30 began distilling water. *I. feeling*
Pres. Out. H. H. Howard Congressmen

At 8 P.M.: Fair and pleasant. Damp and foggy weather. Light to gentle breeze variable in direction. Barometer about steady. Maximum unexpected temperature forward, 74° 75° aft 71° 69° small arm 72° 71°, no foot air. Ocean 6, and Reservoir 58 (44° 52°) uniform, in double rows stilling with boiler at 38° Reservoir, Emergency 50°

Sharp clear cool and pleasant. Breeze. Bright moonlight. Light breeze from S.W.
Distilling with W. boiler at 11:30 began swinging to left.

J. H. Hubbard Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

At anchor in the Harbor of Hampton Roads, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.		Amount, estimated.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Wet Bulb.	At surface.	State of the Weather, by symbols.	Form d. by symbols.	Moving form.		
A. M.																			
1			At anchor	N by N	N. S. W.		2			30.19	70	67	66		b. c. m.	c. s.		2	
2			"	"	"		2			30.18	71	67	66		"	"		2	
3			"	West	S. W.		2			30.18	70	67	66		"	"		2	
4			"	"	N. S. W.		2			30.18	70	67	66		"	"		2	
5			"	N by S	"		2			30.17	70	67	67		"	"		2	
6			"	S. W.	"		2			30.18	70	67	66		"	"		2	
7			"	S by E	"		2			30.17	67	67	66		"	"		2	
8			"	E. N. E.	West		2			30.19	68	66	65		"	"		1	
9			"	"	N. W.		2			30.20	68	69	67		"	"		1	
10			"	"	N. S. W.		2			30.21	69	70	68		b. c.	"		2	
11			"	N. E. by E	N by E		3			30.22	70	72	68		"	"		2	
Noon.			"	N. E. by E	Anchor		3			30.20	71	73	68		"	"		1	

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

550 gallons.

1750 "

21500 "

1 tons, 2115 lbs.

37 " 455 "

P. M.																			
1			At anchor	N by N	N. E.		2			30.19	72	74	69		b. c. m.	c. s.		2	
2			"	N. S. W.	"		3			30.19	71	73	68		"	"		2	
3			"	N by S	"		3			30.19	71	71	67		"	"		3	
4			"	West	"		3			30.19	71	70	67		"	"		3	
5			"	N by S	N. E.		2			30.21	70	69	67		b. c. m.	c. s.		10	
6			"	"	"		2			30.21	70	68	66		"	"		10	
7			"	S. N. by N.	"		1			30.21	72	68	66		"	"		10	
8			"	N. E.	"		1			30.21	72	68	66		b. c. m.	c. s.		8	
9			"	E. N. E.	E. by N.		2			30.22	70	68	67		"	"		9	
10			"	"	"		3			30.20	70	68	65		"	"		9	
11			"	N. E. by N.	"		4			30.24	69	68	66		"	"		8	
Mid.			"	N. E. by E.	N. S. E.		3			30.24	68	67	64		"	"		4	

under the command of

Commander L. C. Schuler
Monday October 20

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 11 a.m.: Fair but very damp weather. Moon light. Light south-
westerly breeze. Barometer steady. Distilling with boiler No. 2.

J. C. Dragg, Surgeon, U.S.N.

4 to 5 a.m.:

Fair but very damp weather. Light breeze from N.E. to N. Barometer about steady.
Maggies inspected, temperatures forward 75.72, aft 70.43, small area 74.72, no foot air. Baroid
in Pay Department still the same.

J. C. Dragg, Surgeon, U.S.N.

8 a.m. to Meridian:

Nearly clear warm and pleasant. Light to gentle breeze variable in direction. Redman
J. P. (A.S.C.) was released from confinement by order of the Commanding Officer. Talley H. S. (C.S.) and
Jeffrey P. (M.A.S.) returned from liberty 15 minutes earlier and Nicholas H. (S.S.) and Curigan H. J.
J. P. 1/2 hour earlier. At 9.30 mustered crew at quarters following absences: Drummond H. J.
(M.A.S.) Marshall J. (S.S.) Evans J. L. (A.S.) Allen J. (S.M.) Washburn H. (S.S.) Cook H. H. (S.M.S.). Received
an official visit from the Commandant of Portus Murray, Spelling with A. Baker.

Lt. Col. H. J. Curigan, Surgeon, U.S.N.

Meridian to 11 P.M.:

Fair, clear, warm and pleasant. Light to gentle breeze from S.W. At 12.15 the U.S.S. Lirin entered
the Roads and anchored, having again at 1.00. Nelson L. M. (M.A.S.C.), Thorne H. (M.A.S.C.) and Williams
E. (R.S.C.) were transferred with log and hammock, papers sent by mail, to the U.S.S. Franklin at
Norfolk, Va. Dunham A. C. (A.S.C.) was granted 10 days leave of absence and transferred to the U.S.S. R. S.
Columbia. Tied life buoys found same in good order. News J. (S.M.S.C.) received from the Bureau of
Navigation a permanent appointment as Runners Mate second class, U.S.S. States Navy.
Distilling with boiler.

Lt. Col. H. J. Curigan, Surgeon, U.S.N.

11 to 11 P.M.:

Overcast and cloudy. Light breeze to light air from N.E. Inspected maggots, temperatures
normal, no foot air. Appointments signed accounts and transfer pay rolls. Received in Pay
Department 200 lbs. each of meat and vegetables. Distilling with boiler.

Lt. Col. H. J. Curigan, Surgeon, U.S.N.

8 P.M. to Midnight: Began with cloudy pleasant weather. Breeze with light breeze from E. to N.
Received back to S.W. and increased to moderate breeze. Clear.

Genl. H. J. Curigan, Surgeon, U.S.N.

LOG of the UNITED STATES

Sailing Ship Essex

Third Rate,

At Ancher in the Harbor of Hampton Roads, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air Dry Bulb.	Air Wet Bulb.		Water at Surface.	Form of clouds, by symbols.	Moving form.	
A. M.																		
1			<i>At Ancher</i>	<i>N E by N</i>	<i>N. E.</i>		3			30 25	70	67	64	<i>h. c. m.</i>	<i>2-5</i>			5
2			"	<i>N by N.</i>	"		3			30 27	69	66	61	"	<i>6-6</i>			8
3			"	<i>N. N. N.</i>	"		2			30 27	69	65	61	"	"			9
4			"	<i>N. by N.</i>	"		2			30 28	67	63	59	"	<i>6-6</i>			5
5			"	<i>N. N.</i>	"		3-6			30 33	63	61	56	<i>h. c. m.</i>	<i>2-5</i>			5
6			"	<i>N E by N.</i>	"		3-5			30 36	64	61	57	"	"			6
7			"	<i>N. E.</i>	"		3-5			30 38	62	59	56	"	"			5
8			"	"	"		3-4			30 39	62	59	56	"	"			5
9			"	<i>E. N. E.</i>	<i>N. E.</i>		4-5			30 41	61	59	56	"	"			5
10			"	<i>N E by E</i>	"		4-5			30 42	61	59	56	"	<i>6-8</i>			4
11			"	"	"		4-5			30 43	60	59	55	"	"			4
Noon.			"	"	"		4-5			30 43	60	59	55	"	"			4

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

558 gallons.

Water Distilled during the preceding 24 hours,

1000 "

Water remaining on hand fit for use at noon,

2750 "

Coal consumed during the preceding 24 hours,

1 tons, 3 15 lbs.

Coal remaining on hand at noon,

36 " 170 "

P. M.																		
1			At Ancher	N. E. by N.	South		3-4			30 41	59	57	55	h. c. m.	6-8			7
2			"	South	N. E.		3-4			30 41	59	57	55	"	"			7
3			"	N. N. N.	"		3-4			30 41	59	57	55	"	"			6
4			"	N. by N.	"		3-4			30 41	59	57	55	"	"			6
5			"	"	"		3-4			30 41	59	57	55	"	"			6
6			"	"	"		3-4			30 41	59	57	55	"	"			6
7			"	N. N. N.	"		4-5			30 41	60	56	55	"	6-8			5
8			"	"	"		4-5			30 41	60	56	55	"	"			4
9			"	"	"		4			30 45	61	56	55	h. c. m.	"			4
10			"	N. E.	"		3-4			30 47	61	56	55	h. c. m.	"			4
11			"	N E by E	"		4-5			30 47	61	56	55	"	"			4
Mid.			"	E. N. E.	N. E.		3-4			30 49	60	55	57	"	6-8			4
			"	N E by E	"		3-4			30 46	60	55	57	"	"			4

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Generally clear pleasant and squally. Gentle to stiff breeze from S.W. to N.E. Moon
rose at 7.15. Showing to flood at 8.45. W. H. Hargrave. June 24. 1881.

Examined and found to be correct.

Navigator.

LOG of the UNITED STATES

Tanning Ship Essex

Third Rate,

At anchor at Hampton Roads, Va. and making passage to Norfolk Point Va. At anchor off Norfolk Point

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.				State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air Dry bulb.	Air-Wet bulb.		Water at Surface.	Form of, by symbols.	Moving form.	Amount, estimated.	
A. M.																	
1	<i>At anchor</i>			<i>N.E.</i>	<i>N.E.</i>	<i>4.5</i>		<i>30.46</i>	<i>60</i>	<i>54</i>	<i>52</i>	<i>b.c.g.</i>	<i>bi S</i>			<i>3</i>	
2	"			"	"	<i>4.5</i>		<i>30.46</i>	<i>60</i>	<i>54</i>	<i>52</i>	"	"			<i>3</i>	
3	"			<i>N.N.W.</i>	"	<i>4</i>		<i>30.45</i>	<i>60</i>	<i>56</i>	<i>53</i>	<i>b.c.</i>	"			<i>2</i>	
4	"			"	"	<i>4</i>		<i>30.45</i>	<i>60</i>	<i>57</i>	<i>54</i>	"	"			<i>2</i>	
5	"			"	"	<i>4</i>		<i>30.45</i>	<i>61</i>	<i>56</i>	<i>53</i>	"	<i>bi S</i>			<i>4</i>	
6	"			<i>W by N.</i>	"	<i>4</i>		<i>30.45</i>	<i>61</i>	<i>57</i>	<i>54</i>	"	<i>bi S</i>			<i>6</i>	
7	"			"	"	<i>4</i>		<i>30.45</i>	<i>60</i>	<i>57</i>	<i>54</i>	"	"			<i>5</i>	
8	"			<i>N.W.</i>	"	<i>4</i>		<i>30.45</i>	<i>60</i>	<i>57</i>	<i>53</i>	"	"			<i>6</i>	
9	"			<i>N.E.</i>	"	<i>4</i>		<i>30.47</i>	<i>57</i>	<i>58</i>	<i>55</i>	"	"			<i>6</i>	
10	"			<i>S.W.E.</i>	"	<i>4</i>		<i>30.48</i>	<i>57</i>	<i>57</i>	<i>56</i>	"	<i>bi S</i>			<i>5</i>	
11	"			"	"	<i>3</i>		<i>30.48</i>	<i>60</i>	<i>60</i>	<i>58</i>	"	"			<i>5</i>	
Noon.	"			"	"	<i>2</i>		<i>30.46</i>	<i>60</i>	<i>61</i>	<i>58</i>	"	<i>bi S</i>			<i>4</i>	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

400 gallons.

23-20 "

tons, 14 15 -lbs.

35 " 9 15 "

12-50	At anchor																
P. M.																	
1	At anchor	Standing up	E by S	"	"	2		30.41	61	60	61	b.c.	bi S			4	
2	"	"	"	"	"	2		30.39	61	62	60	"	bi S			5	
3	At anchor	S.E. by E	"	"	"	2		30.39	61	63	59	"	bi S			5	
4	"	S.E. by S	"	"	"	2		30.38	61	62	61	"	"			4	
5	"	"	"	"	"	2		30.38	61	61	60	"	bi S			4	
6	"	"	"	"	"	2		30.38	61	59	57	"	"			4	
7	"	S.E. by E	"	"	"	2		30.37	61	58	57	"	"			1	
8	"	E by S	"	"	"	2-1		30.37	61	58	57	"	"			1	
9	"	"	"	"	"	1		30.37	65	57	56	heavens	"			1	
10	"	N.W. N.	"	"	"	1		30.37	65	57	56	"	"			1	
11	"	"	"	"	"	1		30.36	63	58	55	"	"			2	
Mid.	"	N.W. N.	"	"	"	1		30.35	63	58	55	"	"			2	

under the command of

Commander L. C. McNeill
Wednesday October 22

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 AM: Began with clear, very cool weather and moderate breeze from N.E. with stiff squalls. Bright moonlight. *George H. Maynard* Lieut. 2nd

4 to 8 AM: Began with clear very cool weather, moderate breeze from N.E. and a lumpy sea for boats. At 4 AM lighted fire in A and D boilers. Received in Bay Department 147 pounds of fresh bread. Made the morning inspection of magazines and found them fresh and the temperatures normal. At 6 AM steam was commenced in A and D boilers. *George H. Maynard* Lieut. 2nd

8 AM to Meridian: Fair pleasant weather. Moderate, falling to light N.E. breeze. Duvelling to flood at 8:00. Received in Equipment from Naval Dockyard Navy Yard Norfolk, Va. two complete outfits of war games. Received following mess from W. B. Franklin with two hammocks and canvas pupes: 4 PM Jolly, 4 PM Johnnie Baker & C, 6 PM Sheller. M. B. C. and R. R. C. Made preparations for getting underway. *W. H. Maynard* Lieut. 2nd

Meridian to 4 PM:

Fair and pleasant. Light breeze from E by S. Barometer fell. At 2:30 turned to and got underway. In heaving up, found a 3 fathom light of chain foul of the stock of anchor causing a delay. At 4:10 when chain was clear went ahead with steam from boiler A and D standing up the Roads and Elizabeth River for an anchorage off Lambert's Point. Captain coming. At 5:00 anchored by fast anchor, 15 fathoms of chain in 5 fathoms of water, middle bottom bearing from anchorage: Red buoy 4.25 S 85° W (mag) Green Island Pt. 4.40 W (mag). Draft of ship forward 13 ft 8 in. Aft 14 ft. The Albatross left the ship to pay an official visit to the Navy Yard. At 6:10 commenced distilling with boiler A and B and hauled in D. The destroyer Tugster hauled down at 6:30 and up at 8:00. *George H. Maynard* Lieut. 2nd

4 to 8 PM:

Fair pleasant weather. Light E by S breeze. Riding to 4:30. Mustered at quarters, about 500 leave. M. Jackson, W. T. Made inspection of magazines and shell rooms, temperatures normal and air fresh. Distilling from boiler A. Steam off in boiler D at 7:00. At 8:00 A. Coffman left the ship on three days leave of absence. *W. H. Maynard* Lieut. 2nd

8 PM to Midnight:

Fair and pleasant. Heavy dew. Light air from E by S coming out from N by S the wrong way. Barometer fell. Distilling with boiler A until midnight when stopped and backed fire. *George H. Maynard* Lieut. 2nd

Examined and found to be correct.

W. H. Maynard Lieut. 2nd
Navigator.

LOG of the UNITED STATES

Training Ship Essex

Sail Rate,

At Anchor in Elizabeth River off of Landolt Pt. Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			the State of Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air.	Wet Bulb.	Wet Bulb.	Water of Surface.		Form of clouds, by symbols.	Moving form.	Amount, estimated.	
A. M.																			
1			At Anchor	N by N.	Calcut	0			30.32	60	54	53			bc.	bc.		3	
2			"	N by N. E.	S. N.	0-1			30.32	60	54	53			"	bc.		3	
3			"	S by N.	"	0-1			30.32	60	54	53			"	bc.		3	
4			"	S by N.	S by N.	0-1			30.28	59	52	52			bc.	bc.		8	
5			"	S by E.	"	0-1			30.28	59	52	52			bc.	bc.		5	
6			"	"	"	0-1			30.28	59	52	51			bc.	bc.		2	
7			"	"	"	0-1			30.30	58	51	51			bc.	bc.		2	
8			"	S. S. N.	S. S. N.	1			30.30	57	53	53			bc.	bc.		2	
9			"	N. S. N.	S. N.	1			30.31	57	61	60			"	"		2	
10			"	N. S. N.	N. S. N.	1			30.31	61	62	60			"	"		1	
11			"	S by N.	S. N.	1			30.30	61	63	61			"	"		1	
Noon.			"	"	S by N.	0-1			30.28	62	64	62			"	"		1	

Position at 8 A. M. { Latitude by 0 " "
 { Longitude by 0 " "
 { Latitude by observation 0 " "
 { Longitude by observation 0 " "
 Position at noon: { Latitude by D. R. 0 " "
 { Longitude by D. R. 0 " "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by 0 " "
 { Longitude by 0 " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 350 gallons.

Water Distilled during the preceding 24 hours, 800 "

Water remaining on hand fit for use at noon, 2800 "

Coal consumed during the preceding 24 hours, 1 tons, 735 lbs.

Coal remaining on hand at noon, 34 " 260 "

P. M.																	
1	At Anchor	Sw. S. N.	S. S. N.	0-1	30 28	64	64	62	bc.	bc.							1
2	"	S. N.	S. N.	1	30 28	67	71	65	"	"							2
3	"	N by S	"	1	30 28	68	75	68	"	"							2
4	"	S by N.	"	1	30 28	69	76	68	"	"							2
5	"	Sw. S.	"	1	30 26	69	74	68	bc. com.	bc.							2
6	"	S by E.	"	1	30 27	68	66	65	"	bc.							3
7	"	"	Calcut.	0	30 27	68	64	60	"	"							3
8	"	"	"	0	30 28	66	63	63	"	bc.							2
9	"	"	"	0	30 30	67	62	62	bc. com.	"							1
10	"	S. N. by S.	"	0	30 31	67	61	61	"	"							1
11	"	S by N.	"	0	30 31	66	60	60	"	"							1
Mid.	"	S. S. N.	S. N.	0-1	30 32	65	60	60	"	"							1

under the command of

Commander L. C. Milner
Thursday October 23

, U. S. Navy,

1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 2:45.

Fair cool and wet. Heavy fog last hour. Calm to light Ely and Wly. air. Commenced swinging to alt at 2:45. Barometer fell last hour.
W. W. Murphy, Lieutenant.

At 8 AM: Pleasant weather with occasional thick fog during first half. Calm to S.W. air. Inspected magazines and staterooms temperatures. Animal and air fresh. Coal lighter came alongside at 7:10 and received 6000 gallons water from the tugboat.
J. H. Murphy, Lieutenant.

8 AM to Meridian.

Fair and pleasant. Calm to light air variable in direction. Barometer fell. At 8:15 commenced coaling ship and finished at 10:10 taking on 14 tons 1600 the total on 10000 gallons of fresh water for steaming purposes after which the yarding cranes took away the lighter. Washed down both decks. Received in Day Department 189 lbs meat, 119 lbs vegetables. Jackson M. (No 2) returned from duty at 10:10 o'clock.

J. E. Briggs, Engineer.

Meridian to 4 PM.

Nearly clear and pleasant. Calm to light air from S.W. Distilling with a boiler.
H. V. Brown, Engineer.

At 4 PM.

Fair and pleasant. Light air from S.W. Barometer rose. Mustard at quarters at 4:40 all accounted for. Magazines inspected temperatures forward 70-68 aft 67-64, small arm 74-69, no foul air.

J. E. Briggs, Engineer.

8 PM to Midnight.

Fair, heavy dew. Calm to light air from S.W. Barometer rose.

J. E. Briggs, Engineer.

Examined and found to be correct.

J. H. Hubbard, Lieutenant.

Navigator.

LOG of the UNITED STATES

Training Ship Essex

Fluid Rate,

At Anchor in Elizabeth River off Lambert Point and making Passage to Hampton Roads, at anchor Hampton Roads.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.			the State of Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air.	Water at Surface.	Wet Bulb.		Forms of, by symbols.	Moving from.	Amount, estimated.	
A. M.																		
1	At Anchor			North	Calm	0			30.32	64	57	57		bc	as			8
2	"			"	"	0			30.32	64	57	57		"	"			8
3	"			"	"	0			30.33	63	56	57		"	ci S			2
4	"			N. E.	part	0-1			30.33	63	56	57		"	"			1
5	"			South	"	1			30.32	62	56	55		"	"			1
6	"			S. S. E.	Calm	0			30.33	62	56	56		"	"			2
7	"			"	"	0			30.36	62	57	57		bc	"			2
8	"			"	"	0			30.37	62	61	61		"	"			2
9	"			S. E. by S.	"	0			30.39	62	66	64		"	"			2
10	"			E. S. E.	"	0			30.40	62	69	68		"	"			2
11	"			South	S. S. E.	0-1			30.40	65	68	65		"	"			2
Noon.	"			N. by N.	S. by E.	0-1			30.39	66	70	66		"	"			2

Position at 8 A. M.

{ Latitude by
Longitude by

0 1 "

{ Latitude by observation

0 1 "

Position at noon:

{ Latitude by D. R.
Longitude by D. R.

0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour:

miles, set

true.

Position at 8 P. M.

{ Latitude by
Longitude by

0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

350 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2450 "

Coal consumed during the preceding 24 hours,

1 tons, 470 lbs.

Coal remaining on hand at noon,

77 " 1470 "

P. M.																		
1	At Anchor	N. N. W.	East	2	30.34	68	75	70	bc	as								1
2	"	"	"	2	30.32	68	74	69	"	"								1
3	Hampton Roads	"	"	2	30.31	68	74	70	"	"								1
4	At Anchor	"	"	2	30.30	68	69	67	"	"								2
5	"	"	"	1	30.30	68	68	67	"	"								2
6	"	N. N. by N.	South	1	30.29	70	67	65	"	"								2
7	"	West	"	1	30.28	70	67	65	"	"								2
8	"	"	"	2	30.28	68	65	64	"	"								1
9	"	N. S. N.	S. N.	2	30.30	68	65	64	"	"								1
10	"	"	S. S. N.	2	30.30	68	64	64	"	"								1
11	"	S. N. by N.	"	2	30.30	68	64	64	"	"								1
Mid.	"	S. S. N.	"	2	30.30	68	64	64	"	"								1

under the command of

Commander L. C. Milnes!

, U. S. Navy,

Friday Oct 24

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced until 4 AM:-

Cloudy to fair, misty weather, heavy dew. Calm. Barometer steady.

John J. Ensign, U.S.N.

4 to 8 AM:-

Fair heavy dew. Calm. Barometer rose. Fire started in C and D boilers at 7 AM. Received in Pay Department 119 lbs corned beef, 119 lbs vegetables. Magazine inspected, temperatures forward 71-72 aft 67-68, small arm 69-68, no foul air. U. S. Navy Collar "Labanon" left port at 6:50.

John J. Ensign, U.S.N.

8 AM to Meridian:-

Clear, clear warm. Barometer high. Calm to light air from S.E. Holdsmith L.P. (A.2.C.) released from confinement, term 4 days. The Commanding Officer awarded the following punishments: Jacobson M (H.B.) 24 hours overhaul, 1st class Johnson O.B. (Cook) persistently wearing non-regulation clothing, 12 hours stop duty, 1st 9:00 punished crew at quarters, all accounted for.

John J. Ensign, U.S.N.

Meridian to 4 PM:-

Began with nearly cloudless pleasant hazy weather with light breeze from East. Barometer fell, air was formed in C and D at 12:30. Made ready to weigh, about 5:00 AM. At 1:00 PM. heavy rain, began to pour in at 2:00. Heated and under steam. Under steam at 3:00 PM. began launch to the old boat Comfort at anchor. At 3:05 PM. changed menial with the Fair sister. At 3:30 hoisted Interrogatory 122 which the Lancaster answered with Affirmative. At 3:40 called all hands, at 3:50 backed, and at 3:57 in 12 fathoms of water came to the port anchor wearing to 50 fathoms. The Lancaster hoisted the Senior Officers Permit. Then magnetic bearing were taken. Port Hoof color staff 135° 5' 10" Point Comfort Light House 100° 5'. Ship's draft: 13 feet 10 inches forward and 14 feet 10 inches aft. Blood tide still running.

John J. Ensign, U.S.N.

4 to 8 PM:-

Clear clear pleasant. Light air to light breeze from East veering to S.W. The Commanding Officer made an official call upon the Commanding Officer of the U.S. Lancaster. At 4:15 began distilling with 6 boilers. Light fires to die out in 2 boilers. Inspected magazines, temperatures normal, no foul air. Received in Pay Department 119 lbs each of meat and vegetables. At 6:50 punished crew at quarters, no absentees.

John J. Ensign, U.S.N.

8 PM to midnight:

Began with nearly cloudless pleasant weather and with light breeze from South. The wind veered to S.W. and ship backed to 1/2 at midnight stopped distilling and backed fires in 6 boilers. Owing to the 1/2 of the sea.

John J. Ensign, U.S.N.

Examined and found to be correct.

J. M. Hubera Ensign U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Wind. Rate,

At Anchor in the Harbor of Hampton Roads Va

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heed.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather by symbols.	CLOUDS.			the State of Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at'd.	Air dry.	Air wet.	Wind at 500 ft.	Water at Surface.		Forms of, by symbols.	Moving form.	Amount, sea to 10 ft.	
A. M.																			
1			At Anchor	E. S. E.	S. S. W.	3			30.30	67	64	63			b.c.	a.s		1	
2			"	E. by N.	"	3			30.30	67	64	63			"	"		1	
3			"	"	"	3			30.30	67	64	63			"	"		1	
4			"	East	"	3 1/4			30.29	67	63	62			b.c.g.	"		1	
5			"	W. by N.	"	3 1/4			30.28	67	63	62			"	"		1	
6			"	N. A. N.	N. S. W.	3 1/4			30.28	67	63	62			"	"		1	
7			"	"	"	4			30.28	67	63	62			b.c.	"		1	
8			"	West	S. W.	4			30.28	67	64	63			"	"		1	
9			"	"	"	3			30.30	66	65	64			"	"		1	
10			"	N. S. W.	"	2			30.30	68	68	64			"	"		1	
11			"	"	"	1			30.32	71	77	67			"	"		1	
Noon.			"	S. W.	S. W. by N.	1			30.31	72	75	70			b.c. com.	"		1	

Position at 8 A. M. { Latitude by " " "

{ Longitude by " " "

{ Latitude by observation " " "

{ Longitude by observation " " "

Position at noon: { Latitude by D. R. " " "

{ Longitude by D. R. " " "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by " " "

{ Longitude by " " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 350 gallons.

Water during the preceding 24 hours, " "

Water remaining on hand fit for use at noon, 2850 " "

Coal consumed during the preceding 24 hours, 1 tons, 470 lbs.

Coal remaining on hand at noon, 27 " 1470 " "

P. M.																			
1			At Anchor	E. by N.	N. S. W.	1			30.28	72	73	69			b.c. com.	a.s		1	
2			"	"	"	1			30.28	70	72	69			"	"		1	
3			"	"	N. by S.	0-1			30.28	70	72	69			"	"		1	
4			"	E. N. E.	Calan	0			30.29	70	72	69			"	"		1	
5			"	N. E. by E.	"	0			30.30	70	71	69			"	"		1	
6			"	N. by N.	East	2			30.30	70	70	68			"	"		1	
7			"	N. by N.	"	2			30.31	70	69	68			"	"		1	
8			"	"	N. E. by E.	1			30.32	70	69	68			"	"		1	
9			"	West	Calan	0			30.32	72	68	67			"	"		1	
10			"	N. by S.	N. S. W.	0-1			30.33	72	68	67			"	"		1	
11			"	"	"	0-1			30.33	72	67	66			"	"		1	
Mid.			"	"	"	0-1			30.33	72	66	65			b.c. com.	"		1	

, U. S. Navy,
1902 .

Common and until now. - Nearly clear cool and pleasant. High by moderate breeze from S.W. Fire barked in C. border. *Robert L. Farrow, August 26.*

*suspected Imaginaries; temperature normal in feet etc. Received in Pay Department 17th Mo.
each found acceptable. At 6 PM the U.S.C. D-Pharm in New Orleans exchanged number with U.S.C. doctorate.*

Expos with nearly cloudless pleasant weather and with gentle breeze from S.W. Charming ship. At 8:10 signalled to Lancaster, "Have you reported my arrival"; which was answered "No" me again signified "Shall I report it" which was answered "No". Lighted the morning while huddled down standing down the bay under sail. Made a satisfactory inspection of all magazine flood drains and overflow valves. J. Chapman, third down deck, is this day detailed to Mess attendant & clerk from munitionery; and P. J. James, landman is rated Coal passer. Remained in Pay Department 68 pounds of fresh bread. At 12 began to rain to flood storage bay, ~~which~~ ^{which} ~~was~~ ^{was} ~~not~~ ^{not} ~~done~~ ^{done} out in timber.
 Wm. Hayward Jun 10/1861
Madison to W. B. M.

Clear and fine. Calm to light air from Sd and NW. Swung to flood from 12.00 to 12.10
Tide set in earlier S at 2.10 The appointment of Arthur Vernon Paymaster clerk, USN,
was revoked by order of the Navy Department to take effect from about 1902. Lt. Hold-
smith (A.2.C.) was discharged from the Naval service as undesirable, H. C. Kelly, C. C. Bell,
was transferred to the USPO Hankins and J. Chapman, were transferred to close, to Naval
Hospital, Norfolk, Va, with bags, hammocks and papers of transfer. The morning after in
single thorough note, signal to Lancaster (wigwag) William Thompson says large telegram
of interest to you
V. H. K. N. J. 11/11/1902

Begins with nearly cloudless hazy weather and calm. At 4:00 mustered the ship's company. Received in Pay Department 20 pounds of fresh meat and of vegetables. Made the afternoon inspection of magazines and found the air fresh and the temperature normal. The temperatures were 71° and 70° forward, 69 and 67° aft and 72° and 70° in the percussion locker. At 4:50 began to swing to the ^{starboard} side to port. As the sea began making during the second hour the Morningstar could be made out standing in. The ship is aligned to the ebb tide at 5:40. At 7:40 the Morningstar came to anchor about 600 yards to the S by E. At the end fire is cut in to anchor and there is a light from it to light.

Capt. T. Hayward June 24/04.

Their pleasant weather. Sea calm light N.W. air. Picking up the signal from Lancaster
[orig. way] Do you wish Chaplain to hold service on board tomorrow at about 9.30 p.m.
Answer "No thanks"
W. H. W. L. G. L. M.

LOG of the UNITED STATES

Training Ship Essex

Paid Rate,

At Anchor in the Harbor of Hampton Roads, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather by symbols.	CLOUDS.			State of Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry.	Wet.	At 6 A.M.	At 10 A.M.		Form of clouds by symbols.	Moving from.	Amount, sea to 1000.	
A. M.																			
1	At Anchor			E N E.	Calm	0			30.38	70	66	65			h.c.m.	bc		1	
2	"			E by N	East	2			30.33	70	67	66			h.c.	bc		2	
3	"			"	E S E.	3			30.34	69	67	66			"	"		2	
4	"			"	"	3			30.34	69	66	66			"	"		2	
5	"			E by N	"	3-4			30.36	68	67	66			h.c.g.	bc		5	
6	"			"	"	3-4			30.38	68	67	66			"	"		6	
7	"			East	"	3-4			30.39	68	67	66			"	"		7	
8	"			E N E.	"	3-4			30.40	67	67	66			"	"		7	
9	"			N. N.	N E	5			30.40	68	66	64			"	"		6	
10	"			N. N.	E S E.	4			30.40	68	67	65			"	"		6	
11	"			N by N.	"	4			30.40	69	69	65			"	"		5	
Noon.	"			E by N	"	3			30.37	69	68	66			h.c.	"		4	

Position at 8 A. M. { Latitude by
Longitude by

Latitude by observation

Position at noon:

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

1350 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

2500 "

Coal consumed during the preceding 24 hours,

tons, 840 lbs.

Coal remaining on hand at noon,

75 " 1880 "

P. M.																			
1	At Anchor			E by S	E S E.	3-4			30.36	69	68	66			h.c.g.	bc		6	
2	"			E by N	East	3-4			30.33	68	67	66			h.c.	bc		8	
3	"			"	"	3			30.32	68	67	66			h.c.	bc		5	
4	"			"	"	3			30.33	68	67	66			h.c.m.	bc		9	
5	"			"	"	3			30.34	68	67	65			o.c.m.	bc		10	
6	"			"	"	3			30.34	69	66	66			o.c.m.p.g.	bc		10	
7	"			"	"	3			30.34	69	66	66			o.c.m.	"		10	
8	"			N E	"	3			30.32	70	66	64			h.c.	"		7	
9	"			N by S	"	3			30.32	71	66	65			"	"		4	
10	"			N. N.	"	3			30.28	71	66	65			"	"		4	
11	"			"	"	3			30.26	71	66	65			"	"		4	
Mid.	"			"	"	2			30.26	71	66	65			"	"		4	

under the command of

Commander L. C. Nichol.
Sunday Oct 26

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences reef, until 11 AM:-

Begins with heavy pleasant nearly cloudless weather and calm. At 12:10 the ship began to swing to the flood stern to starboard, and was blowing a gentle breeze from E.S.E.

Leop. N. Haywood, Lieutenant.

4.5 AM:-

Fair with fair heavy pleasant weather and gentle breeze from E.S.E. Squally. Barometer rising. Made the morning inspection of magazines and found the air fresh and the temperatures normal.

Leop. N. Haywood, Lieutenant.

8 AM to Meridian:-

Bodily clear and squally. Gentle to moderate E.S.E. breeze with a stiff N.E. squall about 9 AM. Swinging to sbt from 8:15 to 9:15. Liberty party returned. At 9:30 mustered crew at quarters.

W. Whipple, Lieutenant.

Meridian to 4 PM:-

Fair and pleasant. Gentle to moderate breeze from E.S.E. to East. Barometer fell. Swinging to flood tide at 12:10, stern to starboard, getting around at 12:40.

J. E. Briggs, Ensign.

4.5 PM:- Overcast, cloudy and misty, with light rain second hour. Gentle East wind. At 7:15 commenced swinging to sbt.

W. Whipple, Lieutenant.

8 PM to Midnight:-

Cloudy and damp weather, gentle to light breeze from East. Barometer fell.

J. E. Briggs, Ensign.

Examined and found to be correct.

J. H. Howard, Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

At anchor off Old Point Comfort and making passage to Portsmouth N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sky.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Forms of Clouds, by symbols.		Moving from.	Amount, estimated.		
A. M.																				
1	At anchor			S. by N.	S. E.		2			30.25	70	66	65		a. c.	S. cu		10		
2	"			E. by N.	S. E. E.		2			30.28	70	66	65		"	"		10		
3	"			"	"		2			30.22	70	66	65		"	"		10		
4	"			"	"		1			30.21	70	66	65		a. c. d.	S. cu.		10		
5	"			E. N. E.	Calan		0			30.18	69	67	66		"	"		10		
6	"			"	East		2			30.17	68	67	66		"	"		10		
7	"			N. E. by E.	"		3			30.16	66	67	66		a. c. m.	"		10		
8	"			"	"		3			30.15	66	67	66		"	"		10		
9	"			N. by E.	Land		3			30.15	67	67	66		"	"		10		
10	"			N. by E.	"		3			30.13	68	68	67		"	"		10		
11	"			"	"		3			30.12	68	69	67		"	"		10		
Noon.	"			S. N. by N.	S. E. by S.		3			30.09	68	70	67		b. cu. d.	"		9		

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation

Position at noon:

{ Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

{ Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

358 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

21.50 "

Coal consumed during the preceding 24 hours,

1 tons, 640 lbs.

Coal remaining on hand at noon,

74 " 1240 "

P. M.																				
1	At anchor			S. N.	South		3			30.01	69	70	68			b. cu. d.	S. cu		9	
2	"			E. N. E.	S. E.		3-4			30.01	69	69	67			a. c. m. d.	"		10	
3	"	2.45		E. by S.	S. E. by S.		3			29.99	69	69	68	66		a. c. m.	"		10	
4	"	3.38		E. N. E.	S. E.		3-4			29.96	69	69	68	66		a. c. m.	"		10	
5	"	3.52		E. by S.	S. E. by E.		3-4			29.96	69	67	66			"	"		10	
6	"			East	"		2-4			29.92	70	66	66			"	"		10	
7	"			E. by N.	"		2-			29.91	72	66	66			"	"		10	
8	"			E. S. E.	S. E.		3-4			29.88	72	66	66			a. c. m. g.	"		10	
9	"			S. E. by S.	"		3-4			29.84	73	69	69			"	"		10	
10	"			S. N. by S.	"		3-4			29.80	73	68	67			"	"		10	
11	"			N. S. by N.	"		3-5			29.75	72	67	67			"	"		10	
Mid.	"			N. by S.	S. E. by S.		3-5			29.72	72	67	67			a. c. m. g.	"		10	

under the command of

Commander L. C. Heilner

, U. S. Navy,

Monday October 27

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until nine: Overcast and cloudy light drizzling rain last hour. Light S.E. breeze and breeze. Started fire in boilers A and D. at 10. Barometer falling.

N. M. Haywood, Lieut. U.S.N.

10:15 AM: Overcast cloudy and misty with light drizzling rain. Calm to light S.E. breeze. Barometer falling slowly. Made usual A.M. inspection of magazines and shellrooms finding normal temperatures and no foul air.

N. M. Haywood, Lieut. U.S.N.

8 AM to Meridian: Overcast and damps weather. Light drizzle at times. Gentle breeze from South hauling to S.E. by 8 the last hour. Barometer falling. Making preparations for sea. Received in Cox's Apartment 65 the bread. Following men detailed for fire room duty: Corrigan W. J. (S), Reynolds P. (S), and Howard L. (S). The U.S.S. Poria passed up the Roads for Norfolk at 8:30 and the U.S.S. Siren passed out at 11:00. The U.S.S. Collier Butrie got under way and stood up the Roads at 10:00. Mustered the crew at 11:30 all accounted for.

J. E. Briggs, Ensign U.S.N.

Meridian to 4 PM: Cloudy to overcast. Squally last hour occasional showers of rain. Gentle to moderate breeze from South to S.E. Concluded preparations for getting underway. At 12:45 fired main engines. At 1:25 called all hands up anchor, made signal Centering 121 which was answered by Lancaster after which Lancaster hoisted affirmative, answered by USS. Hove up anchor and at 1:40 went ahead slow at 100 feet speed. Stood out of Hampton Roads and down Chesapeake Bay under command of Commanding Officer. At 2:24 put away P.L. reading 24.5. Ship on range between Thimble Shoal Light and Bell buoy, ship on course 57° S (true), Cape Henry Light on starboard bow. Tail of Harlowe Light ship on port bow. Steaming with hulls of Cape D. Draft four 18.50 aft 15.5. Arcton; 16 revolutions.

N. M. Haywood, Lieut. U.S.N.

4:15 PM:-

Began overcast and rainy with gentle breeze from S.E. by E with moderate squalls. At 4:10 put the helm apart and stood in for an anchorage in Lynnhaven Roads. At 4:12 stopped. At 4:13 in five fathoms of water and a sandy bottom came to the port anchor veering to 30 fathoms. Three magnetic bearings were taken: Cape Henry Light House S.E. and Tail of Harlowe Light S.W. by E. by E. Combed fire in all boilers and at 5:10 began distilling into the tanks with 8 boilers. The patent log was hauled in at 4:30 reading 35.2. Barometer falling irregularly. Made the afternoon inspection of magazines and found the air fresh and the temperatures normal. The temperatures were: 71° and 69° forward; 69° and 66° aft; and 70° and 68° in the furnace boiler.

N. M. Haywood, Lieut. U.S.N.

6:50 PM:-

Overcast and cloudy with passing rain squalls. Gentle to moderate breeze from S.E. by E. Barometer falling. Cox hauled in boilers A and D. Distilling with 6.

N. M. Haywood, Lieut. U.S.N.

8 to Midnight: Overcast, passing rain squalls, damp and hazy weather. Gentle to stiff breeze from S.E. to S.E. by E. Barometer falling. Cox hauled in boilers A and D and distilling with 6.

J. E. Briggs, Ensign U.S.N.

* Examined and found to be correct.

* Following msg. was message exchanged with Lancaster L to E. Have you telegraphed departure over head (S) light Calvernick E to L. Have telegraphed (Lig) Capt. Heilner.

M. Heilner

Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

at anchor in Lynnhaven Bay and making passage to Portsmouth N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.		Amount, each in its form.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 4 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.	Form of symbols.			
A. M.																		
1				West	South		3			29.66	71	68	68	s.c.f.	cu. H.		10	
2				W. by N.	S. by W.		2.3			29.63	71	68	68	s.c.f.	"		10	
3				N. by W.	S. W.		3			29.59	71	68	68	b.c.	"		5	
4				N. W.	N. S. W.		3.4			29.57	72	68	67	b.c. l.g.	"		2	
5				S. by E.	N. A. W.		6.8			29.58	70	68	68	s.c. w. l.g.	W.		10	
6				South	"		7.8			29.59	68	68	68	s.c. w. l.g.	S. W.		10	
7				N. by W.	"		7.8			29.63	63	60	58	s.c. w. l.g.	"		10	
8				N. W. by N.	"		6.8			29.65	65	60	58	"	"		10	P
9				"	"		7.8			29.66	63	58	57	s.c. w. m.	"		10	
10				N. W. by W.	"		7.8			29.66	63	60	58	"	"		10	
11				"	"		6.7			29.68	63	59	57	"	"		10	
Noon.				N. S. W.	N. W.		5.6			29.69	63	59	56	"	"		10	71

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water Distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																		
1				N. W.	N. W.		4.5			29.69	63	61	57	b.c. w. m.	S. W.		7	
2				"	"		4.5			29.70	65	63	57	"	"		6	
3				N. W. by W.	N. S. W.		6.5			29.69	65	63	58	"	S. W.		7	
4				W. by N.	"		6.5			29.72	65	62	59	"	S. W.		7	
5				N. E. by E.	N. W. by W.		5			29.75	65	62	57	b.c.	S. W.		8	
6				N. E. by E.	"		5			29.79	65	62	56	b.c.	S. W.		8	
7				"	"		5.3.5			29.80	66	61	56	60	"	S. W.	20	C
8				"	"		5.6.3.5			29.84	66	60	56	57	b.c. w. m.	"	2	
9				"	"		5			29.85	63	60	56	63	"	"	2	71
10				"	"		5			29.87	63	59	56	63	"	"	5	
11				"	"		5.6			29.87	62	58	55	63	b.c. w. m.	S. W.	5	
Mid.				"	"		6.7			29.89	62	58	56	63	"	S. W.	4	71

• 190 2 •

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

Making Passage from Hampton Roads Va to Portsmouth, N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Amount of Rain.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 4 ft.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.			Forms of, by symbols.			
A. M.																				
1	7	2	46.7	N E 1/2 E	N. W.		5-6			29.92	60	58	53	63		b.c.g.	Sea	200	4	0
2	7	3	2.0	"	"		5-6			29.93	59	58	53	63		"	"	"	3	"
3	6	4	8.4	"	N. W. by E.		5-6			29.94	58	57	53	63		"	"	"	4	"
4	6	6	15.0	"	"		5-6			29.94	57	56	52	62		"	"	"	4	"
5	6	2	21.2	"	"		6			29.76	58	58	52	62		b.c.	Albs.	"	9	"
6	6	7	27.9	"	"		6			30.00	58	58	52	64		"	cu	"	4	"
7	6	6	34.5	"	"		6			30.04	58	58	57	64		"	Albs.	"	3	"
8	6	8	41.3	"	"		6			30.07	57	58	57	66		"	cu	"	3	"
9	6	8	46.1	"	N. W.		6	4° 8'	1/2	30.10	56	58	52	65		"	cu	"	3	"
10	6	8	54.9	N. E.	N. W. by N.		6	4° 1/2'	1/2	30.12	58	54	49	61		"	"	"	4	"
11	6	5	61.4	"	N. W.		6	5° 1/2'	1/2	30.14	58	54	49	61		"	"	"	4	"
Noon.	4	8	66.2	"	"		6	5° 1/2'	1/2	30.14	58	54	53	63		"	"	"	4	"

Position at 8 A. M. { Latitude by *DR*
Longitude by *DR*
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

37° 54' " A
74° 12' " N
37° 48' " A
72° 45' " N
38° 16' " A
73° 49' " N

Course made good since preceding noon: *departure*

Distance made good since preceding noon:

100 miles.
131.1 miles.

Distance by Log since preceding noon:

Current per hour: 1 miles, set *South* true.

Position at 8 P. M. { Latitude by *DR*
Longitude by *DR*

38° 22' 22" N
72° 52' " N

Variation of compass: *See above*

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

" "

Water remaining on hand fit for use at noon,

2550 "

Coal consumed during the preceding 24 hours,

9 tons, 2015 lbs.

Coal remaining on hand at noon,

60 " 55 "

P. M.																				
1	6	6	72.8	N. E.	N. W.		6-7			30.20	57	53	50	63		b.c.g.	Sea	200	6	0
2	7	0	79.8	"	"		7-8			30.19	56	53	53	65		b.c.g.	"	"	6	"
3	7	5	87.3	"	"		7-8			30.23	56	53	49	65		b.c.g. h.	"	"	8	"
4	7	3	94.6	"	"		7-8			30.29	56	53	48	65		b.c.g.	Sea	200	6	"
5	8	4	3.0	"	"		7-8			30.30	56	53	48	65		"	"	"	6	"
6	6	1	9.1	"	"		6-8			30.32	56	53	48	65		b.c.g.	"	"	6	"
7	6	6	15.7	"	"		6			30.36	56	53	49	65		b.c.	Sea	200	7	"
8	6	5	22.2	"	"		6			30.40	56	54	47	65		b.c.g.	Sea	200	7	"
9	6	1	28.3	N E 1/2 N.	"		6-7	4° 8'	1/2	30.41	56	53	47	65		"	"	"	7	"
10	6	0	34.3	"	"		7-10	5° 1/2'	1/2	30.44	53	53	47	60		"	"	"	7	"
11	6	3	40.6	"	"		7-9	5° 1/2'	1/2	30.46	53	53	47	60		"	"	"	6	"
Mid.	5	0	45.6	"	"		7-9	5° 1/2'	1/2	30.48	53	53	46	60		"	"	"	6	"

under the command of

Commander L. C. Kilmer,
Wednesday Oct 29

, U. S. Navy,

1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 PM. Fair and cold. Fresh breeze from N.W. to N.W. by S and freshening at end of watch. Sea rough. Ship rolling and pitching easily. Barometer rose. On course N.E. by E (true) under steam from boilers A, C & D and with all fore and aft sail except flying jib. Two sail righted, headed to the S.E. on steam 44; on rev. 409. Z. B. Bigney Ensign U.S.N.

Cloudy, clearing last three hours. Cool and dry. Barometer rising. Fresh breeze from N.W. by A. Sea rough, ship rolling steadily. Throughout watch on course N.E. by E (true) under steam from boilers A, C & D and jib foretopmast staysail, foresail, main topsail and topgallant. Steam 45; on rev. 419. Lt. at end of watch 413. J. D. Bigney Ensign U.S.N.

4 PM to Midnight:-

Begins with fair cool weather fresh breeze from N.W. and a rough sea from windward at 7 PM changed course to S.E. by standard compass. At 9:30 mustered the ship's crew. At the end the ship is steaming with A, C & D boilers under the foresail and aft fore and aft sail save the flying jib and the head of the spanker, steering N.E. by standard compass, rolling deeply to the rough sea and pitching occasionally. Greatest rolls about 15° to leeward and 10° to windward. Latency 53; revolutions 372. Set clock ahead 20 minutes. J. D. Bigney Ensign U.S.N.

Midnight to 4 PM:-

Cloudy clear and cool. Very fresh breeze to moderate gale from N.W. Occasional heavy squalls accompanied by rain and hail. Barometer rising. Rough beam sea, ship pitching easily and rolling deeply at end on course N.E. by (true) under steam from boilers A, C & D, the foresail and all all fore and aft sail except the flying jib and head of the spanker. Steam 53; revolutions 413. V. K. Bigney Ensign U.S.N.

Cloudy - cold and damp weather. Passing showers. Fresh breeze to moderate N.W. gale. Barometer rose. Ship rolling and pitching to N.W. sea. On course N.E. under steam from boilers A, C & D and with all fore and aft sail, kept flying jib, head of spanker hauled down, and with the foresail. Magazine suspected temperatures normal, no fault air Steam 48; on rev. 416. Z. B. Bigney Ensign U.S.N.

4 PM to 8 PM:- Cloudy and cool. Passing showers first hour. Barometer rising. Fresh breeze from N.W. Throughout watch ship under steam boilers A, C & D and jib foretopmast staysail, foresail, main topsail and spanker on course N.E. by (true) kept 8 PM of fore changed course to N.E. by (true) to S.E. by 2. Steam 46 revolutions 388. J. D. Bigney Ensign U.S.N.

8 PM to Midnight:-

Begins with cloudy cool weather and fresh breeze from N.W. with strong squalls and a rough sea. At 8:45 hauled up and furled the foresail. Wind and squalls heavier during second hour. Barometer rising steadily. At the end the ship is steaming with A, C and D boilers under all fore and aft sail save the head of the spanker, steering N.E. by standard compass and rolling deeply and pitching to the rough sea. Greatest rolls about 20° to leeward and 8° to windward. Barometer high. Latency 53; revolutions 419. J. D. Bigney Ensign U.S.N.

Examined and found to be correct.

J. M. Weiland Ensign U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Making Passage from Hampton Roads to Portsmouth N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Forms of, by symbols.		Moving Clouds.	Amount, scale of 10.		
A. M.																				
1	5	2	58.8	N.E. 1/2 N.	N. N.		7-8			30.40	52	49	45	62	h.c.g.	Gu	N. N.	6	7	
2	5	6	56.4	"	"		7-8			30.45	51	48	45	62	"	Gu	"	6	"	
3	5	6	62.0	"	N. N. N.		6-7			30.49	51	48	45	62	"	"	"	7	"	
4	5	8	67.8	"	"		6			30.49	51	49	47	62	"	"	"	"	"	
5	5	7	73.5	"	N. by N.		4-6			30.50	51	49	47	62	"	Gu	N. N.	8	"	
6	5	4	78.9	"	"		4-5			30.51	51	49	47	62	"	Gu	"	4	"	
7	5	7	84.6	"	"		4			30.55	51	49	46	63	h.c.	Gu	"	4	M	
8	5	7	90.3	"	"		4			30.58	51	49	46	63	"	"	"	4	"	
9	5	9	96.3	N.E. 1/2 E	N. N. N.		4			30.61	53	51	47	63	"	Gu	"	3	"	
10	6	3	2.6	"	N. by N.		4			30.64	53	51	47	63	"	"	"	1	"	
11	6	0	8.6	"	North		3			30.64	54	52	47	63	"	"	"	1	"	
Noon.	6	2	14.8	"	"		3			30.64	54	52	48	63	"	"	"	1	"	

Position at 8 A. M. { Latitude by *Obs*
 Longitude by *Obs*
 Latitude by observation
 Longitude by observation
 Position at noon: { Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: $\frac{1}{4}$ miles, set *S. 12° N.* true.

Position at 8 P. M. { Latitude by *Obs*
 Longitude by *Obs*

Variation of compass:

Error of compass observed at *8.12 am*Deviation of compass on *N. 35° E*

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

39° 14' " *N*
 71° 43' " *N*
 39° 08' " *N*
 71° 37' 30" *N*
 39° 20' " *N*
 71° 24' " *N*
N. 64° E 1/2 E mag
 136 miles.
 139 miles.
 39° 42' " *N*
 70° 46' " *N*
 9° " *N*
 0° 24' " *N*
 8° 36' " *E*
 400 gallons.
 " "
 2150 "
 11 tons, 340 lbs.
 48 " 1935 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.		State of the Weather, by symbols.	Forms of, by symbols.	Moving Clouds.	Amount of Visibility.	State of the Sea.
1	5	0	19.8	N.E. 1/4 E.	N. N. by N.	2			30.64	53	51	47	64		h.c.	Gu	"	1	M
2	6	3	24.1	"	"	3			30.62	57	51	47	64		"	"	"	1	"
3	6	5	32.6	"	"	2			30.62	57	51	47	65		"	"	"	1	"
4	6	7	39.3	"	N. N. N.	0-2			30.61	58	51	48	65		"	"	"	1	"
5	6	5	45.8	"	"	2			30.62	58	51	48	61		"	"	"	1	"
6	6	7	52.5	"	N. S. N.	2			30.62	59	50	47	61		"	"	"	1	"
7	6	7	59.2	"	N. N.	5-1			30.62	62	49	47	61		"	"	"	1	"
8	6	2	65.4	"	Variable	0-1			30.60	60	49	47	61		"	"	"	1	"
9	6	9	72.3	"	South	0-2			30.57	60	51	48	63		"	"	"	1	"
10	6	5	79.2	"	"	3			30.57	60	53	50	63		"	"	"	4	"
11	7	3	86.5	"	S. S. N.	4			30.57	60	54	57	63		a.c.	Gu	"	10	"
Mid.	7	2	93.7	"	"	4			30.57	60	54	57	63		"	"	"	10	"

under the command of

Commander L. C. Kilmer
Thursday October 30

, U. S. Navy,

1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and ends 4:00 AM. Partly clear, cold and squally. During first half wind blowing from very fresh breeze to moderate gale from S.W. about 2:00 wind hauled to N.W. moderating to fresh breeze. Barometer rising. Rough sea decreasing toward end. Ship rolling deeply at times. At end on course N.E. & E. (true) under fore and aft sail squall flying jib and head of spanker and with steam from boiler A, C. & D.

W. Kilmer, Lieut. U.S.N.

4:58 AM:-

Fair and cool weather. Pleasant. Moderate to fresh breeze from N.W. Sea becoming smoother. Barometer rose. Ship on course N.E. & E. (true) under steam from boilers A, C. & D. and with fore and aft sail, head of spanker hauled down, and except the flying jib until 8:00 when hauled down all sail. Magazines suspected temperature, no fuel, air

J. D. Bonaparte, Ensign U.S.N.

8 AM to Meridian:- Fairly clear cool and pleasant. Moderate to gentle breeze from S.W. to North. At beginning of watch on course N.E. & E. (true) under steam alone boiler A, C. & D. At 8:00 changed course to N.E. & E. (true) full, 3/4 and set jib, foretopmast staysail, foremast main topmast, and spanker. At 10:15 took in main topmast and spanker. At 11:00 hauled down head sails. At 12:00 changed course to N.E. & E. (true) full, 1/4. At 12:00 changed course to N.E. & E. (true) full, 1/4. At 12:00 changed course to N.E. & E. (true) full, 1/4.

Robert J. Farnham, Ensign U.S.N.

Meridian to 4 PM:-

Signs with nearly cloudless pleasant clear weather and with light breeze from S.W. by N. A moderate swell from S.W. At 1:00 hoisted the jib and the foretopmast staysail, and hauled out the topmast and spanker. The wind grew to gentle breeze. Sighted a barkentine steering about East. During third hour wind grew variable and full of force. At 3:00 hauled down the jib and the foretopmast staysail and hoisted up the topmast and spanker. At the end the ship is steaming with A, C. & D. boiler steering N.E. & E. by standard compass and rolling easily to the moderate beam swell. The wind is full of force. At 4:00 changed course to N.E. & E. (true) full, 1/4. At 4:00 changed course to N.E. & E. (true) full, 1/4. At 4:00 changed course to N.E. & E. (true) full, 1/4.

Robert J. Farnham, Ensign U.S.N.

4:06 PM:- Clear and fine. Light breeze from N.W. to West. Smooth sea. Barometer steady.

Steaming on course N.E. & E. (true) under boiler A, C. and D. No indication of magazines. No worms. Temperature normal and air fresh.

W. Kilmer, Lieut. U.S.N.

6:50 PM:- Fair nearly clear and pleasant. Calm to light air variable in direction. Barometer fell. On course N.E. & E. (true) under steam from boiler A, C. and D.

J. D. Bonaparte, Ensign U.S.N.

8 PM to Midnight:-

Clear & overcast last two hours cool and pleasant. Calm to moderate breeze from S.W. Throughout watch ship on course N.E. & E. (true) under steam boiler A, C. & D. At 8:00 set foremast. Sighted three steamers: O. L. about of watch 3:30. At 8:00 changed course to N.E. & E. (true) full, 1/4. At 8:00 changed course to N.E. & E. (true) full, 1/4. At 8:00 changed course to N.E. & E. (true) full, 1/4.

Robert J. Farnham, Ensign U.S.N.

Examined and found to be correct.

Hubbard, Lieut. U.S.N., and Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Sailing Passage from Hampton Roads Va to Portsmouth N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		Sign of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 4 ft.	Air, Dry bulb.	Air, Wet bulb.	Wind, at surface.	Wind, at 10 fms.		Form of clouds.	Amount of rain.	
A. M.																			
1	7	1	100.8	N.E. 4 E	S.W.		3			30.59	60	50	51	60		h.c.	a.cu	8	1
2	6	8	7.6	"	S.W. by N.		3			30.58	61	50	50	50		"	"	9	"
3	7	0	14.6	N.E. 2 E	"		4			30.55	61	53	50	53		"	"	9	"
4	7	8	22.4	"	"		4			30.53	61	53	48	53		"	"	9	"
5	7	3	27.7	"	N.S.W.		4			30.50	60	56	53	53		"	"	8	"
6	7	2	36.9	"	"		4			30.48	60	56	53	53		"	a.cu	9	"
7	7	2	44.1	"	"		4			30.48	60	56	53	53		"	a.cu	4	"
8	7	3	51.4	"	"		4			30.48	60	57	54	53		"	"	5	"
9	7	3	58.7	"	N. by S.		3-4			30.50	60	58	55	60		"	a.cu	6	"
10	7	1	65.8	"	N.S.W.		3			30.49	60	58	55	54		"	"	5	"
11	7	2	71.0	"	"		3-4			30.46	60	58	53	54		"	a.cu	4	"
Noon.	6	7	80.1	"	"		3-4			30.41	60	58	53	54		"	"	8	"

Position at 8 A. M. { Latitude by Bearings
Longitude by

40° 41' "A

Latitude by observation

69° 31' "N

Longitude by observation

41° 03' "A

Position at noon:

Latitude by D. R.

69° 14' "N

Longitude by D. R.

41° 03' "A

Course made good since preceding noon:

N 7 1/2 W (mag)

Distance made good since preceding noon:

81 miles.

Distance by Log since preceding noon:

17 2/3 miles.

Current per hour: — miles, set — true.

Position at 8 P. M. { Latitude by D.R.
Longitude by

41° 53' "A

69° 38' "N

Variation of compass:

13° 15' N

Error of compass observed at 3:50 P.M.

13° 01' N

Deviation of compass on N 15° W

0° 0' N

Water expended during the preceding 24 hours,

250 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1700 "

Coal consumed during the preceding 24 hours,

11 tons, 340 lbs.

Coal remaining on hand at noon,

37 " 1625 "

P. M.																		
1	7	9	88.0	South	S. N. by N.	4	2	30	37	59	56	55	54	h.c.	a.cu	8		
2	7	7	85.7	"	N. by S.	3	2	30	36	59	57	56	56	h.c.	a.cu	1		
3	7	3	93.5	N. by N. W.	West	4	2	30	36	59	57	56	56	"	"	1		
4	7	8	11.3	"	N. S. W.	3	2	30	36	58	56	55	54	"	"	1		
5	6	9	18.2	"	S. N.	3	2	30	36	58	55	53	54	"	a.cu	5		
6	6	6	24.8	"	N. by N.	3		30	37	60	58	50	54	h.c.	"	8		
7	5	4	30.2	"	South	3-4		30	39	60	58	50	50	"	"	6		
8	5	4	35.6	"	"	4		30	40	59	51	49	51	"	"	6		
9	5	5	38.1	N. by N.	N. by N.	4-5		30	40	57	50	46	51	h.c.	a.cu	3		
10	1	2	46.1	"	"	11-5		30	41	57	49	45	51	"	"	3		
11	1	0	46.1	"	"	4-6		30	41	57	49	45	51	"	a.cu	9		
Mid.	2	2	47.5	"	S. N. E.	4-6		30	44	57	49	45	51	"	"	8		

under the command of

Commander L. C. Kitchner
Friday Oct 31

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4:00 PM. Began with clouds pleasant weather and gentle breeze from N. A steamer steering about 45° by S. water, under, crossed our bows at 1:00 got a cast with the machine in 38 fathoms. At 2:00 changed course to 45° 45' by standard compass, at 2:10 at the foretopmast, at 3:00 got a cast in 47 fathoms. At 4:00 got a fall line 40 fathoms. At the end the ship is steaming with A.C. & D. boilers under the foremast and the foretopmast steering 45° 25' by standard compass and rolling easily to the following ship, moderate breeze from N. by N. Steam 44; revolutions 41.

Leop. Hayward Lieut. 44, 41.

4:30 PM. Cloudy at beginning clearing last half; pleasant weather moderate N.W. breeze. Barometer falling. At 4:00 PM. at 5:00 sighted Hantelshel Shoals S. West, bearing N.E. and at 7:15 passed. Lt. vessel became distant 3 miles. Lt. ship signalled (Int. Com.) M.B. answered A.C. & D. and D. but end ship on course 45° 45' under topsails foremast and boilers A.C. & D. rolling easily to moderate N.W. swell. Steam 44; revs. 41. Inspected magazines and gunrooms. Temperatures normal and air fresh.

W. W. W. Lieut. 44, 41.

8 PM. Midnight.

Clear and pleasant. Gentle to moderate breeze from N. by N. Barometer fell. Ship on course 45° 45' (true) under steam from boilers A.C. & D. and with topsails and foremast until 11:00 when changed course to North (true) steered by reading 710 and set all fore and aft sail except the flying jib. Mustard at quarters and accounted for. Set clock ahead 7 minutes. Took out the sail room.

J. J. Duggan, Ensign 44, 41.

Midnight 4 PM.

Partly cloudy and hazy about horizon. Moderate to gentle breeze from S.W. to West. At beginning of watch on course North (true) under steam from boilers A.C. & D. and jib foretopmast staysail, foremast, topsails main topsail and spunk. At 2:00 changed course to N. by N. (true) jib 30. Remained thus during rest of watch. Lighted and passed several fishing schooners, Western, 03, A.C. 100, 131. Inspected magazine flood and drain valves all in good order.

Leop. Hayward Ensign 44, 41.

4:00 PM. Began with haze, fair pleasant weather and with gentle breeze from N.W. During first hour wind veered to N.W. haze cleared, and it grew cloudy and cool. At about 4:40 took in and furled all sail. Made the afternoon inspection of magazines and found the air fresh and the temperature normal. The temperatures were: 72° and 68° foretopmast, 67° and 64° aft, and 68° and 66° in the gunroom locker. Lighted several fishing schooners, 03, and the ship is steaming with A.C. and D. boilers, steering N. by N. through a smooth sea. The wind is from N.W. at 4:40; revolutions 40.

Leop. Hayward Lieut. 44, 41.

6 PM.

Generally clear, cool and pleasant. Gentle to moderate north wind. Barometer rising. Steaming on course N. by N. under boilers A.C. and D. Steam 45; revolutions 47.

W. W. W. Lieut. 44, 41.

8 PM. Midnight.

Fair first half but cloudy over second half. Moderate breeze from N. by N. increasing each hour and shifting to N.E. sea becoming rough. Barometer steady. On course N. by N. (true) under steam from boilers A.C. & D. but not making much headway due to wind chiefly. At 4:00 changed to S.W. (true) jib 30, at 4:40 to N.W. (true) jib 40 and at 11:00 to N.W. (true) jib 40. Set fore and aft sail except flying jib at 11:00. At 8:30 sighted horn from Cape Cod light bearing about 45° (true) the flash becoming visible at about 11:45. Mustard became sighted at 10:30 bearing N. by N. (true) Int. Com. at 1:00 getting grave at 47 fathoms and at 10:10 laid bottom and 87 fathoms. A.C. 100, 131; A.C. 100, 131.

J. J. Duggan, Ensign 44, 41.

Examined and found to be correct.

L. C. Kitchner
Comdr. U.S. Navy

J. H. Hubbard Lieut. 44, 41. Navigator

LOG of the UNITED STATES

Sailing Ship Essex

Third Rate,

Making Passage from Hampton Roads Va to Portsmouth N.H. and at anchor off Port N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.			The Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Wet Bulb.	Water at Surface.	Form of clouds, by symbols.	Moving form.	Amount, sea & sky.	
A. M.																
1	3		28.8	N. by E. 1/2 E.	North	5		30.42	57	48	46	51	bc.	bc.	5	M
2	4	5	32.4	N. E. 1/2 E.	N. by E.	5	30	30.42	57	48	46	51	"	bc.	6	"
3	5	2	32.1	N. E. 1/2 E. 1/2 S.	"	5	30	30.42	56	48	46	51	bc.	"	10	"
4	5	1	32.2	N. N. W. 1/2 N.	"	5		30.43	56	47	45	51	"	"	10	"
5	5	4	32.6	N. N. W. 1/2 N.	N. N. E.	5	20	30.45	57	47	45	51	bc.	bc.	9	"
6	5	6	32.2	"	"	4	20	30.46	57	47	45	51	"	"	9	"
7	6	3	32.2	N. N. W. 1/2 N.	"	4	20	30.48	50	47	45	51	bc.	"	10	"
8	5	8	32.0	N. N. W. 1/2 N.	N. E. by N.	5	20	30.50	50	47	45	51	bc.	"	9	"
9	5	7	32.7	N. N. W. 1/2 N.	"	4		30.53	51	47	45	50	"	"	9	"
10	6	1	18	"	"	4		30.52	51	47	45	50	"	"	9	"
11	6	5	18.3	"	"	4		30.53	52	47	45	50	"	"	9	"
Noon.	6	5	14.8	"	"	4		30.53	52	47	45	50	"	"	7	"

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

250 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

"

Coal consumed during the preceding 24 hours,

11 tons, 340 lbs.

Coal remaining on hand at noon,

28 " 1275 "

P. M.																
1	5	2	30.0	N. by N.	N. E. by E.	4		30.51	52	47	44	50	bc.	bc.	8	S
2	1	8	24.9	N. by N.	N. E.	4		30.50	53	47	44	50	"	"	6	"
3	6	7	33.4	"	"	3		30.52	51	46	44	50	"	"	4	"
4	6	3	32.7	"	N. E. by E.	3-3		30.52	52	46	44	50	"	bc.	1	"
5	8	0	42.7	"	East	2		30.52	52	46	44	50	"	bc.	3	"
6	at anchor			West	N. by E.	2		30.51	52	45	44		"	"	1	"
7	"			"	"	2		30.50	52	45	44		"	"	1	"
8	"			"	"	2		30.50	52	44	43		"	"	1	"
9	"			"	"	1		30.50	61	42	44		bc.	bc.	1	"
10	"			"	"	1		30.50	61	42	44		bc.	bc.	1	"
11	"			"	"	1		30.50	62	40	40		"	"	1	"
Mid.	"			"	"	1		30.50	62	39	39		"	"	1	"

, U. S. Navy,
, 1902 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Robert G. Spawr

Chrysomelids. *Chrysomelids*. *Chrysomelids*. *Chrysomelids*. *Chrysomelids*.
Chrysomelids. *Chrysomelids*. *Chrysomelids*. *Chrysomelids*. *Chrysomelids*.

Hayward Limited

22. Bongor, Congo. Ensignell. 1891.

Hebe W. K. Paratunguessa

~~Spotted and streaked finches~~ a good
cop N. Maynard June 1891.

George N. Hayward

Examined and found to be correct.

400

Naricator

LOG of the UNITED STATES

Tanning Ship Essex

Third Rate,

at anchor off New Castle N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 11.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.		Form of, by symbols.	Moving form.	Amount, estimated.	
A. M.																	
1					Calm	0		30.53	60	39	39	h.c.m.	e.s			1	
2					"	0		30.47	57	38	38	"	"			1	
3					"	0-1		30.47	55	38	37	"	"			1	
4					"	0		30.46	55	36	36	s.c.f.w.	S			10	
5					"	1		30.53	57	36	36	h.c.f.w.	"			9	
6					"	1		30.43	53	36	36	h.c.m.	"			9	
7					"	0-1		30.43	53	35	35	h.c.f.	"			9	
8					"	0-1		30.41	51	38	37	h.c.m.	"			9	
9					"	0-1		30.41	50	42	42	"	"			6	
10					"	0-1		30.40	52	51	47	"	"			5	
11					"	2		30.37	52	51	49	"	"			5	
Noon.					"	3		30.38	52	52	49	"	"			5	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

300 gallons.

1200 "

2600 "

2 tons, 1805 lbs.

12 " 1190 "

P. M.																	
1	at anchor			E. S. E.	S. by E	1		30.34	53	52	50	h.c.	e.s			5	
2	"			East	"	1		30.33	53	52	50	"	"			4	
3	"			N. by N.	S. S. N.	2		30.31	53	53	50	"	"			4	
4	"			N. S. N.	"	2		30.30	53	53	53	"	"			4	
5	"			"	"	2		30.30	55	50	49	h.c.m.	a.s			5	
6	"			"	N. S. N.	2		30.35	57	49	49	"	a.s			2	
7	"			N. by N.	"	2		30.34	57	49	49	"	"			2	
8	"			"	"	0-1		30.34	62	48	48	h.c.m.	"			2	
9	"			"	Calm	0		30.31	60	47	47	h.c.m.	nom			0	
10	"			S. E. by S.	"	0		30.29	60	46	46	"	"			0	
11	"			"	"	0		30.27	60	45	45	"	"			0	
Mid.	"			"	"	0		30.27	59	44	44	"	"			0	

under the command of

Commander L. C. Whelan
Sunday November 2nd

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 12:00 M. Began with nearly cloudless cool weather, adew and calms. At 12:40 began to swing to the left stern to starboard and around at 1:00. Light air from West during third hour. Overcast and foggy last hour. Distilling with steam from D. Boiler. Pans banded in double boiler.
Leop. A. Hayward Lieut. U.S.N.

At 8 AM. Began with cloudy foggy and cool weather and light air from N.W. Began in Bay Department 8:15 pounds of fresh beef. Made the morning inspection of magazines and found the air fresh and the temperatures normal. The temperatures were: 68° and 68° forward, 66° and 66° aft, and 67° and 65° in the percussion locker. Distilling with steam from D. Boiler. Pans banded in double boiler.
Leop. A. Hayward Lieut. U.S.N.

8 AM. to Noon:-

Clear cool and pleasant weather. Light S.W. air backing to South and increasing to gentle breeze. Barometer falling. At 8:50 commenced swinging to flood. Mustered crew at quarters at 9:30. The Captain left the ship to call officially on the Commandant of the Portsmouth Navy Yard. Banded pans in boilers A & C, distilling with steam from D. Fed in Dept. of Sol. 10 lbs. fresh meat and 15 lbs. fresh vegetables.
W. Wherry Lieut. U.S.N.

Midnight to 4 PM:-

Clear and fine. Light air and breeze from S.W. to S.W. Commenced swinging to ebb at 2:10. Pans banded in boilers A & C, distilling from D.
W. Wherry

At 6 PM:-

Clear cool and pleasant weather. Light breeze from S.W. and N.W. Barometer rising first hour then falling. Rising to ebb tide. Inspected magazines and shell rooms - temperatures normal and air fresh. Stopped distilling at 6:55 and banded pans in boiler D.
W. Wherry Lieut. U.S.N.

8 PM. to Midnight:-

Clear, pleasant and cool. Calm with heavy dew. Began swinging to flood at 9:15.
W. Wherry Lieut. U.S.N.

Examined and found to be correct.

J. M. Abbott Lieut. U.S.N. Navigator

LOG of the UNITED STATES

Training Ship Essex

Filed. Rate,

At anchor off New Castle N.H. and making passage to Portsmouth N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather by symbols.	CLOUDS.			the State of Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 6.	Air Wet Bulb.	Air Wet Bulb.	Water at Surface.	Forms of by symbols.	Moving form.	Amount, sea state.	
A. M.																		
1			At anchor	Eby S	Calcu.		0			30 27.57	42.44			hazy.	none		0	
2			"	N.E.	"		0			30 26.55	40.40			"	"		0	
3			"	N.W.	"		0			30 26.55	39.38			hazy.	"		0	
4			"	N.W. by N.	"		0			30 26.55	39.38			"	"		0	
5			"	N.W.	"		0			30 25.54	38.37			bf.	"		0	
6			"	"	S.W.		1			30 25.53	36.36			s.e.f.	S		10	
7			"	"	"		0-1			30 25.53	36.37			"	"		10	
8			"	"	"		0-1			30 25.53	37.38			"	"		10	
9			"	"	"		0-1			30 26.53	38.44			"	"		10	
10			"	E.S.E.	"		0-1			30 26.54	41.40			"	"		10	
11			"	"	S.E.		0-1			30 25.54	44.44			"	"		10	
Noon.			"	Eby S	"		1			30 23.54	44.44			"	"		10	

Position at 8 A. M. { Latitude by
 { Longitude by
 { Latitude by observation
 { Longitude by observation
 Position at noon: { Latitude by D. R.
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

550 "

Water remaining on hand fit for use at noon,

7800 "

Coal consumed during the preceding 24 hours,

2 tons, 110 lbs.

Coal remaining on hand at noon,

0 " 1080 "

P. M.																		
1	At anchor	Eby S	S.E.	0-1	30 21.57	44.41								s.e.f.	S		10	
2	"	N.W. by E	"	0-1	30 20.57	48.43								"	"		10	
3	"	"	"	0-1	30 19.61	52.57								s.e.	"		10	
4	"	N.W. by N.	S.E.	0-1	30 19.61	51.50								"	"		10	
5	"	"	"	1	30 19.61	57.50								hazy.	S-S		5	
6	"	"	"	0-1	30 19.64	49.48								"	S		10	
7	"	"	"	1	30 20.64	45.45								"	"		10	
8	"	"	"	1	30 20.64	45.45								"	"		10	
9	"	"	"	1	30 20.65	44.46								s.e.f.	"		10	
10	"	"	"	0-1	30 20.63	46.46								"	"		10	
11	"	"	"	1	30 20.61	46.46								"	"		10	
Mid.	"	"	"	1	30 20.61	46.46								s.e.f.	"		10	

under the command of

Commander L. C. Kildner.
Monday November 3

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 11 AM: Breeze calm and calm. Heavy dew throughout watch with thick fog last half. At 1:45 began swinging to ebb.

N. Kildner Lieut. U.S.N.

At 8 AM:

Wind foggy. Calm to light N. breeze. Riding to ebb. Inspected magazines and shell room. Temperatures normal and air fresh. Recd. in Dept. of A. 82 lbs. bread. Made preparations for getting underway. Spread fire in boilers A, C, & D. at 6:30.

N. Kildner Lieut. U.S.N.

8 AM to Meridian

Overcast and damp weather. Thick fog the greater part of the watch. Calm to light air from N.W. shifting to the S.E. the second half. Barometer fell. Mustered at quarters at 9:00 - all accounted for. Steamed in boilers A, C, & D.

J. B. Briggs, Ensign U.S.N.

Meridian to 12 PM:

Overcast and damp, foggy weather. Calm to light with easterly air. Barometer fell. At 1:30 the Navy Yard tug came alongside to assist in going up to the yard. At 2:00 weighed anchor and stood up for the Navy Yard. Yard tug on our port quarter. Captain arriving. On the way up fired a salute of 19 guns to Vice Admiral Paul, Commandant of the station. Yard returned the salute with 6 guns. Secured to sea with calm moorings and hawsers. Magazines inspected. Temperatures forward 68-67, aft 70-66, small arm 69-67, no foul air. Recd. steam from boilers A, C, & D. on the trip up and then banked fire in D and allowed them to die out in A, & C. Shaved out monthly money.

J. B. Briggs, Ensign U.S.N.

At 12 PM:

Breeze to overcast cool damp and foggy weather. Calm to light air, variable in direction. Barometer about steady. Chris banked in boiler D.

J. B. Briggs, Ensign U.S.N.

8 PM to Midnight:

Overcast, cool damp and foggy weather. Light air from N.W. Barometer steady. Commenced distilling at 10:30 and stopped at 11:35, banked fire in D boiler.

J. B. Briggs, Ensign U.S.N.

Examined and found to be correct.

J. B. Kildner Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex
Moved to seawall Navy Yard Portsmouth N.H.

Thud Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air by Anem.	Wind by Anem.	Water at Surface.		Form of, by symbols.	Moving form.	Amount, sea state.	
A. M.																		
1				<i>Moved to Dock N.H. H.</i>	<i>N.E.</i>	<i>2</i>			<i>30 31</i>	<i>61</i>	<i>45</i>	<i>45</i>		<i>o.c.fur</i>	<i>S</i>		<i>10</i>	
2				"	"	<i>3</i>			<i>30 23</i>	<i>59</i>	<i>44</i>	<i>44</i>		"	"		<i>10</i>	
3				"	"	<i>3</i>			<i>30 20</i>	<i>58</i>	<i>44</i>	<i>44</i>		"	"		<i>10</i>	
4				"	"	<i>3</i>			<i>30 24</i>	<i>57</i>	<i>42</i>	<i>42</i>		"	"		<i>10</i>	
5				"	"	<i>3</i>			<i>30 26</i>	<i>56</i>	<i>40</i>	<i>40</i>		"	"		<i>10</i>	
6				"	<i>Calcu</i>	<i>0</i>			<i>30 27</i>	<i>57</i>	<i>40</i>	<i>40</i>		"	"		<i>10</i>	
7				"	"	<i>0</i>			<i>30 29</i>	<i>57</i>	<i>39</i>	<i>39</i>		"	"		<i>10</i>	
8				"	"	<i>0</i>			<i>30 29</i>	<i>57</i>	<i>39</i>	<i>39</i>		<i>h.c.m.</i>	<i>h.c.</i>		<i>6</i>	
9				"	<i>N.E.</i>	<i>0-1</i>			<i>30 29</i>	<i>57</i>	<i>45</i>	<i>45</i>		"	"		<i>4</i>	
10				"	"	<i>1</i>			<i>30 30</i>	<i>61</i>	<i>40</i>	<i>40</i>		"	"		<i>3</i>	
11				"	"	<i>1</i>			<i>30 30</i>	<i>64</i>	<i>40</i>	<i>40</i>		<i>h.c.</i>	"		<i>3</i>	
Noon.				"	"	<i>1</i>			<i>30 29</i>	<i>63</i>	<i>52</i>	<i>52</i>		"	"		<i>3</i>	

Position at 8 A. M. { Latitude by
 { Longitude by

{ Latitude by observation
 { Longitude by observation

Position at noon: { Latitude by D. R.
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

300 gallons.

300 "

2800 "

tons, 1350 lbs.

9 " 1970 "

P. M.																		
1				<i>Moved to Dock N.H. H.</i>	<i>East</i>	<i>1</i>			<i>30 28</i>	<i>63</i>	<i>58</i>	<i>55</i>		<i>h.c.</i>	<i>ws</i>		<i>2</i>	
2				"	"	<i>1</i>			<i>30 28</i>	<i>63</i>	<i>58</i>	<i>55</i>		"	"		<i>2</i>	
3				"	<i>E.S.E.</i>	<i>0-1</i>			<i>30 28</i>	<i>63</i>	<i>56</i>	<i>54</i>		"	"		<i>2</i>	
4				"	"	<i>1</i>			<i>30 29</i>	<i>66</i>	<i>56</i>	<i>54</i>		"	"		<i>2</i>	
5				"	"	<i>1-2</i>			<i>30 29</i>	<i>66</i>	<i>50</i>	<i>49</i>		<i>h.c.m.</i>	"		<i>3</i>	
6				"	"	<i>1</i>			<i>30 29</i>	<i>64</i>	<i>48</i>	<i>48</i>		<i>h.c.m.</i>	"		<i>3</i>	
7				"	"	<i>1</i>			<i>30 30</i>	<i>64</i>	<i>47</i>	<i>47</i>		<i>o.c.fur</i>	<i>S</i>		<i>10</i>	
8				"	<i>Calcu</i>	<i>0</i>			<i>30 31</i>	<i>65</i>	<i>47</i>	<i>47</i>		"	"		<i>10</i>	
9				"	"	<i>0</i>			<i>30 32</i>	<i>68</i>	<i>47</i>	<i>47</i>		"	"		<i>10</i>	
10				"	"	<i>0</i>			<i>30 34</i>	<i>70</i>	<i>47</i>	<i>47</i>		"	"		<i>10</i>	
11				"	"	<i>0</i>			<i>30 34</i>	<i>70</i>	<i>46</i>	<i>46</i>		"	"		<i>10</i>	
Mid.				"	"	<i>0</i>			<i>30 34</i>	<i>70</i>	<i>46</i>	<i>46</i>		"	"		<i>10</i>	

under the command of

Commander L. C. Westcott.
Tuesday Nov. 2

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid to 10 AM:- Overcast, cool, very damp and foggy weather. Light to gentle breeze from N.E.
Barometer rose. Fire hauled in boiler D.

J. E. Longgarr Ensign U.S.N.

10 to 8 AM:-

Overcast, cool, very damp and foggy weather. Calm. Barometer rose. Fire hauled in boiler D. Magazines inspected. Temperatures forward 70-69, aft 70-67, small area 69-67, no foul air.

J. E. Longgarr Ensign U.S.N.

8 AM to Noon:-

Sealy clear. Light breeze first two hours. Calm to light air from N.E. Following men were transferred with bag and hammock to the Naval Hospital, Portsmouth, N.H. (B.M.C). Shipboard J.E. (Edel) Ensign (J.E. Edel) transferred to dry. Freshened up for temporary men heating ship one Ward boiler, and one feed tank. Light breeze from N.E. Ensign U.S.N.

Noon to 4 PM:- Sealy clear. Light air from East and E.S.E. by 4 PM. Unhauled coal stored at below. Men running rigging.

H. J. Farrar Ensign U.S.N.

4 to 8 PM:-

Cloudy to overcast, hazy and foggy last ^{two} hours. Light breeze from E.S.E. to Calm. Fire in D boiler for heating ship, at 4 PM mustered crew, all accounted for. Inspected magazines. Temperature normal, no foul air.

H. J. Farrar Ensign U.S.N.

8 PM to Midnight:-

Overcast and foggy. Calm.

H. J. Farrar Ensign U.S.N.

Examined and found to be correct.

J. M. Hubbard Lieutenant Navigator.

LOG of the UNITED STATES

Training Ship Essex

Ship Rate,

Mound to Dock at Navy Yard Portsmouth N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.			the State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at ft.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.		Forms of clouds, by symbols.	Moving from.	Amount, percentage.	
A. M.																		
1	Mound to Dock		Nat. H.	Nat.	1			30.34	70	44	44		s.c.f.	S			10	
2	"		"	"	0-1			30.34	68	44	44		"	"			10	
3	"		"	"	1			30.34	68	43	43		"	"			10	
4	"		"	Cal.	0			30.34	68	43	43		"	"			10	
5	"		"	"	0			30.33	67	41	41		"	"			10	
6	"		"	"	0			30.32	67	41	41		"	"			10	
7	"		"	"	0			30.32	66	41	41		"	"			10	
8	"		"	"	0			30.32	66	41	41		"	"			10	
9	"		"	"	0			30.32	66	42	42		"	"			10	
10	"		"	"	0			30.32	67	43	43		"	"			10	
11	"		"	"	0			30.32	67	44	44		"	"			10	
Noon.	"		"	"	0			30.30	67	47	47		"	"			10	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

2750 "

Coal consumed during the preceding 24 hours,

tons, 20.80 lbs.

Coal remaining on hand at noon,

9 " 1255 "

P. M.																		
1	Mound to Dock		Nat. H.	South	1			30.27	58	48	48		s.c.f.	S			10	
2	"		"	"	1			30.25	58	48	48		"	"			5	
3	"		"	S. H.	1			30.24	58	51	50		"	"			4	
4	"		"	"	1			30.23	58	50	49		"	"			5	
5	"		"	"	1			30.23	58	50	49		"	"			5	
6	"		"	Cal.	0			30.23	58	50	49		"	"			5	
7	"		"	"	0			30.23	58	49	49		"	"			2	
8	"		"	"	0			30.23	62	47	47		"	"			2	
9	"		"	"	0			30.25	62	47	47		"	"			2	
10	"		"	"	0			30.26	62	46	46		"	"			2	
11	"		"	"	0			30.26	62	46	46		"	"			2	
Mid.	"		"	"	0			30.26	62	46	46		"	"			2	

under the command of

Commander L. C. Kilmer
Wednesday Nov 5

, U. S. Navy,

1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 AM:

Overcast foggy and damp. Calm to light air from N. E. *Robert P. Spaw* Engineer

4 to 8 AM:

Overcast foggy and damp. Calm.
Received in Pay Department 115 1/2 lbs sack of meat and vegetables. Disputed
maggot in temperatures normal no foul air. Give in 5 boiler for heating purposes.
A. L. Spaw

8 AM to 12 PM:

Begins overcast cool foggy and very damp with calm. Navy yard workmen on board
in steam Engineering at repairs inside in construction barge for surveys. Transferred to General
Storehouse in Pay Department 172 pair blue trousers; and in Advance 55 four inch cartridge boxes,
11 six pounder ammunition boxes, 55 four inch cartridge cases, and 110 six pounder cartridge cases. At
10 AM started the hands about midday; 1 Lawton, Freeman 1 case and J. McCormick one 55 Townsend,
Landman. Sent J. Colburn to on leave of absence from this day. Surveying Officer at work on
board in Equipment, Equipment Navigation and in Equipment. Received from U.S. Columbia
with baggage, R. E. Parker, ordinary Steward. Making ready to get underway with auxiliary boiler.
Overhauling all blocks sent to Navy yard for further survey. *George N. Hayward* Engineer
Steward & boiler.

12 PM to 4 PM:

Begins overcast cool foggy and calm. Workmen on board as in forenoon. Overhauling blocks. Light
air from South. Fog lifted but it is still misty. *George N. Hayward* Engineer
Comm. Landman, returned 8 hours overtime.

4 PM to 8 PM:

Begins cloudy cool and misty with light air from S. W. Afternoon inspection of
maggots and found the air fresh and the temperatures normal. The temperatures were: 70° and 69°
forward, 72° and 70° aft, and 70° and 68° in the forenoon boiler. Give in 5 boiler and fire
started in the auxiliary boiler. Calm and damp. *George N. Hayward* Engineer

8 PM to Midnight:

Begins fair cool misty and calm. Steward *George N. Hayward* Engineer
at auxiliary boiler.

Examined and found to be correct.

W. Hubbard Lieutenant Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Moved to Dock in Bay of Portsmouth N.H.

Hour.	Error.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.		the State of Sky.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 6.	Air Wet Bulb.	Water at Surface.		Form of, by symbols.	Moving form.	
A. M.															
1			Moved to Dock	N. N. W.	Calm	0		30.26	62	46	66	h.c.m.	6.8		2
2			"	"	"	0		30.25	63	46	66	"	"		2
3			"	"	"	0		30.23	63	48	48	"	"		2
4			"	"	"	0		30.21	63	48	48	"	"		2
5			"	"	S. S. W.	1		30.19	63	48	48	"	"		1
6			"	"	"	2		30.17	63	44	44	h.c.m.	"		3
7			"	"	"	2		30.18	64	44	44	o.c.m.	ald		10
8			"	"	"	2		30.19	63	50	49	"	"		10
9			"	"	"	2		30.18	62	51	51	"	8		10
10			"	"	"	2		30.15	60	57	57	"	"		10
11			"	"	"	2		30.11	60	52	52	o.c.m.	"		10
Noon.			"	"	"	2		30.11	60	53	52	"	"		10

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

100 gallons.

"

2650 "

tons, 2030 lbs.

" 12.35 "

P. M.															
1			Moved to Dock	N. N. W.	S. S. W.	2		30.07	62	52	52	o.c.m.	Jan		10
2			"	"	"	2		30.06	62	53	53	o.c.m.	"		10
3			"	"	N. S. W.	3		30.03	62	52	52	"	"		10
4			"	"	"	3		30.02	62	52	52	o.c.m.	"		10
5			"	"	"	2		30.02	62	52	52	"	"		10
6			"	"	Calm	0		30.02	62	55	55	"	"		10
7			"	"	"	0		30.01	68	55	55	"	"		10
8			"	"	"	0		30.01	68	55	55	o.c.m.	"		10
9			"	"	"	0		30.01	68	55	55	"	"		10
10			"	"	N. S. W.	0-1		30.01	68	56	56	"	"		10
11			"	"	West	1		30.01	70	56	56	h.c.m.	"		10
Mid.			"	"	Calm	0		30.00	70	56	56	"	"		10

under the command of

Commander L. C. Williams
Thursday Nov 6

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended 4 AM.

Began nearly cloudless cool, misty, damp and calm. Light air from S.W. Light breeze from S.W. Made the morning inspection of magazines and found the air fresh and the temperatures normal. The temperatures were 68 and 67 fore and aft, and 69 and 66 in the percussion boxes. Steady in the auxiliary boiler.

Leop. W. Wyman Lieut. 4th M.

4:30 AM - Began nearly cloudless cool, misty, damp and calm. Light air from S.W. Light breeze from S.W. Made the morning inspection of magazines and found the air fresh and the temperatures normal. The temperatures were 68 and 67 fore and aft, and 69 and 66 in the percussion boxes. Steady in the auxiliary boiler.

Leop. W. Wyman Lieut. 4th M.

6 AM to Meridian:

Overcast and cloudy with light drizzle last half. Light S.W. breeze at 7:30, mustered at quarters, following men absent over leave: McEwen, Lieut. J. C. & L. H. Newson, both of. Occurred in Department S. A. 115 lbs the fresh vegetables and 115 lbs the fresh meat. Turned into bag yard, sail left, 2 fourails, 1 manila and 1 sparker. The Commanding Officer awarded the following punishments: McCormick J. 8 hrs over leave, 14th class, 6 months and L. O. O. Blacksmith, 1 1/2 hours over leave, 2nd class. Following yard workmen engaged on board in Engineering Department: 4 machinists, 3 helpers, 3 boiler makers, 3 helpers and 3 boys.

J. W. W. Lieut. 4th M.

Meridian to 4 PM:

Overcast cloudy & rainy. Light to gentle breeze from S.W. to N.W. Barometer falling. Yard workmen on board as in preceding watch.

J. W. W. Lieut. 4th M.

4:30 PM

Overcast cloudy and misty. Calm to light N.W. breeze. Made inspection of magazines and found the air fresh and the temperatures normal.

J. W. W. Lieut. 4th M.

4 PM to Midnight

Overcast, cloudy and misty. Calm to light S.W. & N.W. and.

J. W. W. Lieut. 4th M.

Examined and found to be correct.

J. W. W. Lieut. 4th M. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Moved to Dock Navy Yard, Portsmouth N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			the State of Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 0.	Air Wet Bulb.	Air Wet Bulb.	Water at Surface.	Form of, by symbols.		Moving form.	Amount, estimated.		
A. M.																		
1			Moved to Dock	N. 47. W.	N. 47. W.	0-1		30.00	68	55	55		c.e.m.w.	S			10	
2			"	"	"	0-1		30.00	67	55	55		"	Cloud			10	
3			"	"	"	0-1		29.99	67	55	55		c.e.m.w.	"			10	
4			"	"	Clear	0		29.99	67	54	54		c.e.m.w.	"			10	
5			"	"	N. 47. W.	1		29.98	66	52	52		"	Clear			3	
6			"	"	"	1		29.99	66	51	51		c.e.m.w.	Cloud			6	
7			"	"	"	1		30.00	63	50	49		"	Cloud			8	
8			"	"	"	1		30.01	61	49	49		"	"			7	
9			"	"	"	1		30.10	63	50	50		"	"			6	
10			"	"	"	1		30.09	63	50	51		"	"			10	
11			"	"	N. 47. W.	2		30.09	63	50	51		"	Clear			7	
Noon.			"	"	"	1		30.09	62	50	51		"	"			5	

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

0 1 "

Position at noon: { Latitude by observation
Longitude by observation

0 1 "

0 1 "

Latitude by D. R.

0 1 "

Longitude by D. R.

0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "

0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2550 "

Coal consumed during the preceding 24 hours,

tons, 15.30 lbs.

Coal remaining on hand at noon,

7 " 19.75 "

P. M.																		
1			Moved to Dock	N. 47. W.	N. 47. W.	1		30.10	62	53	51		Clear	Clear			8	
2			"	"	"	2		30.11	62	52	51		"	Clear			7	
3			"	"	"	2		30.13	62	55	51		"	Clear			5	
4			"	"	"	2		30.14	62	54	49		"	Clear			5	
5			"	"	"	0-1		30.18	62	49	46		"	Clear			3	
6			"	"	"	1		30.21	60	44	41		"	Clear			1	
7			"	"	"	1		30.21	60	41	41		"	"			1	
8			"	"	"	1		30.26	60	40	38		"	Clear			0	
9			"	"	"	1		30.30	59	36	38		"	"			0	
10			"	"	"	1		30.30	59	36	37		"	"			0	
11			"	"	"	1		30.29	58	35	34		"	"			0	
Mid.			"	"	"	1		30.32	58	34	33		"	"			0	

under the command of

Commander L. C. Kilmer
Friday November 7

, U. S. Navy,

1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 AM.

Overcast, cloudy, misty and damp. Calm to light N.W. wind.

J. W. Murphy Lieut. Comdr.

4.55 AM.

Clearing pleasant weather. Light N.W. air. Read in Dept. S. & A. 82 lbs fresh bread, 115 lbs fresh meat and 185 lbs fresh vegetables. Inspected magazine and shell room. Finding temperatures normal and air fresh. Liberty party returning.

J. W. Murphy Lieut. Comdr.

8 AM to Noon.

Cloudy to fair weather. Light air to light breeze from S.W. to N.W. Barometer steady. Mustered at quarters at 9.00 following absent without leave: H. Townsend (S. A.), J. Lawton (S. A.), and J. E. Brown (S. A.). Crew engaged in breaking out the hold.

J. E. Briggs, Ensign U.S.N.

Noon to 4 PM.

Cloudy to fair and pleasant weather. Light air to light breeze from N.W. Barometer rose. Crew engaged in breaking out and cleaning hold. Magazine flood cocks tested and found in working order. Magazine's inspected temperatures forward 65-65, aft 70-66, small arm 65-63, and port 65. Read in Pay Department 641 Messager.

J. E. Briggs, Ensign U.S.N.

4.58 PM.

Fair to clear and pleasant. Calm to light air from N.W. Barometer rose. Sent Liberty party ashore.

J. E. Briggs, Ensign U.S.N.

8 PM to Midnight.

Clear and cool, pleasant weather. Light northwesterly air. Barometer rose.

J. E. Briggs, Ensign U.S.N.

Examined and found to be correct.

J. H. Hubbard Lieut. Comdr. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Bound to Dock Lady Yarn. Portsmouth N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 4.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	Forms of clouds by symbols.		Moving form.	Amount, estimated.		
A. M.																				
1				Monmouth Dock N.H.		S. by N.	1			30.32	53	33	31		bc. m.	ad			1	
2				"		"	1			30.32	53	33	31		"	"			1	
3				"		Calcut	0			30.34	52	31	31		"	"			1	
4				"		"	0			30.35	52	31	30		"	"			1	
5				"		"	0			30.38	52	31	30		bc. m.	ad			2	
6				"		"	1			30.38	54	29	29		"	"			3	
7				"		"	1			30.39	54	29	29		"	ad			3	
8				"		"	1			30.41	52	28	31		"	"			2	
9				"		"	2			30.44	52	28	31		"	"			3	
10				"		"	2			30.44	53	28	31		"	ad			3	
11				"		"	2			30.42	54	28	32		"	"			3	
Noon.				"		"	2			30.42	57	26	34		"	"			4	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 100 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 2450 "

Coal consumed during the preceding 24 hours, tons, 1520 lbs.

Coal remaining on hand at noon, 7 " 435 "

P. M.																				
1				Monmouth Dock N.H.		Eby N	2			30.42	68	24	26		bc. m.	bc			9	
2				"		"	1			30.42	68	24	27		"	"			4	
3				"		East	1			30.38	67	24	28		"	"			5	
4				"		"	1			30.38	67	24	28		"	bc. m.			5	
5				"		Calcut	0			30.39	65	24	29		"	ad			4	
6				"		"	0			30.40	65	24	29		"	"			3	
7				"		"	0-1			30.40	65	24	29		"	"			2	
8				"		"	0-1			30.40	65	24	29		"	"			1	
9				"		"	0-1			30.41	60	25	33		"	"			3	
10				"		"	1			30.41	60	25	33		"	"			2	
11				"		North	2			30.40	60	24	32		"	"			1	
Mid.				"		"	2			30.39	60	23	32		"	"			1	

under the command of

Commander L. C. Wilkes,
Saturday November 8

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Consequences and until 11 AM.

Fair and cool pleasant weather. Light frost. Calm to light air from N by N.
Barometer rose. 73.5 - 74.0 Engquist, M.

11 AM

Fair and pleasant. Light frost. Calm to light air from S.E. Barometer rose. Received
in pay department 8 lbs bread, 15 1/2 lbs meat, 15 1/2 lbs vegetables.
J. E. Briggs Engquist, M.

8 AM to Meridian.

Partly clear and pleasant. Light breeze from N.W. Restored hold.
J. E. Briggs Engquist, M.

Meridian to 2 PM.

Partly clear cool and pleasant. Light breeze to light air from E by N and East.
Brady J. J. left the ship on our week's leave of absence.
J. E. Briggs Engquist, M.

2 PM to 4 PM.

Partly clear, hazy. Calm to light air from N by N. Suspected (magnetic) temperature
normal no foul air. J. E. Briggs Engquist, M.

4 PM to midnight.

Partly clear, misty. Calm to light breeze from North.
J. E. Briggs Engquist, M.

Examined and found to be correct.

J. E. Hulebard Lieutenant Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Ordered to stand in steam from Portsmouth N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.		the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. attd.	Air.	Dry Bulb.	Air.	Wet Bulb.		Water at Surface.	Form of, by symbols.	
A. M.																		
1			Marselle Dubl	N. 4. N.	N. by E.	1			30.38	63	33	32		bcu	cs		1	
2			"	"	"	2			30.39	63	34	33		"	"		2	
3			"	"	"	2			30.39	62	34	31		"	"		2	
4			"	"	"	2			30.37	62	32	31		"	"		2	
5			"	"	Calan	3			30.35	63	32	31		"	as		1	
6			"	"	South	3-1			30.36	63	32	31		bcu	bcu		4	
7			"	"	N. E.	1			30.37	63	34	33		"	"		5	
8			"	"	"	1			30.37	57	34	33		"	bcu		5	
9			"	"	"	1			30.37	52	36	35		ac	bcu		10	
10			"	"	"	1			30.36	55	40	39		bcu	"		10	
11			"	"	"	1			30.35	57	43	42		"	"		10	
Noon.			"	"	"	2			30.31	58	46	45		"	"		9	

Position at 8 A. M. { Latitude by
Longitude by

° ' "

° ' "

Position at noon: { Latitude by observation
Longitude by D. R.

° ' "

° ' "

Latitude by D. R.

° ' "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

° ' "

° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

235-0 "

Coal consumed during the preceding 24 hours,

tons, 1520 lbs.

Coal remaining on hand at noon,

6 " 1175 "

P. M.																			
1			Marselle Dubl	N. 4. N.	N. E.	3			30.27	59	48	47			bcu	as	8		
2			"	"	"	3			30.25	59	49	47			"	"	7		
3			"	"	"	3			30.24	59	48	46			"	as	9		
4			"	"	"	3			30.21	58	45	44			"	"	9		
5			"	"	"	3			30.19	63	45	43			"	"	8		
6			"	"	"	3			30.18	63	45	43			"	"	10		
7			"	"	"	2			30.18	66	43	43			"	"	10		
8			"	"	"	2			30.15	67	43	42			"	"	9		
9			"	"	"	2			30.14	68	41	42			bcu	bcu	8		
10			"	"	"	1			30.15	65	41	39			"	"	8		
11			"	"	"	1			30.12	60	39	38			"	"	8		
Mid.			"	"	"	1			30.07	59	38	36			"	"	5		

under the command of

Commander L. C. Kilmer
Saturday November 9

, U. S. Navy,
1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 PM.

Nearly clear, hazy. Light air to light breeze from N.E.

Verbert H. Sparrow Ensign U.S.N.

4 PM. Partly cloudy, cool and pleasant. Calm to light air from North and N.E.
Inspected magazines, temperatures normal, no foul air. Received in Coy Department
10 lbs. lbs. vegetables

Verbert H. Sparrow Ensign U.S.N.

5 PM to Midnight.

Begins with cloudy cool weather and light air from N.E. At 7 PM misted the hands.
About midnight: Watkinson, Foreman, J. Sanford, Foreman, 1 class, L. Brown, Ship's Cook, 4 class and
A. L. Brown, Machinist 1 class Navy Yard labored on board in Steam Engineering again in
auxiliary boiler

Leop. N. Hayward Lieut. U.S.N.

Midnight to 4 PM.

Begins cloudy and pleasant with light breeze from N.E. The wind increased to gentle
breeze. Navy Yard labored on board in Steam Engineering L. Brown, Ship's Cook, 4 class
turned from leave 7 1/2 hours overtime and much. ~~the~~ auxiliary boiler

Leop. N. Hayward Lieut. U.S.N.

4 PM to 8 PM.

Begins cloudy and cool with gentle breeze from N.E. The wind fell to light breeze.
Steam in auxiliary boiler. Made the afternoon inspection of magazines and found the
safe and the temperature normal

Leop. N. Hayward Lieut. U.S.N.

8 PM to Midnight.

Begins hazy and cool with light breeze from N.E. Wind backed N.E. and fell to
light air. Less cloudy. Steam in auxiliary boiler

Leop. N. Hayward Lieut. U.S.N.

Examined and found to be correct.

Hubbard Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex

This Date,

Moored to Dock No. 174 Portmanville No. 106.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.		Form of, by symbols.	Moving force.	
A. M.																
1				N. E.	1				30.07	57	35		bc	li	1	
2	"	"	"	"	1				30.05	57	35		"	"	1	
3	"	"	"	"	2				30.04	56	35		"	"	1	
4	"	"	"	"	2				30.02	55	34		"	li's	1	
5	"	"	"	"	2				30.02	54	33		"	"	1	
6	"	"	"	"	2				30.00	53	34	33	"	"	2	
7	"	"	"	N. E.	2				29.99	52	35	33	"	"	1	
8	"	"	"	"	1				29.98	53	40	34	"	"	1	
9	"	"	"	Calcut	0				29.98	53	40	39	"	"	3	
10	"	"	"	North	0-1				29.98	58	44	44	"	"	2	
11	"	"	"	"	0-1				29.97	58	57	49	"	li's	2	
Noon.	"	"	"	"	0-1				29.95	62	57		"	"	2	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

23.50 "

Coal consumed during the preceding 24 hours,

tons, 15.20 lbs.

Coal remaining on hand at noon,

5 " 18.95 "

P. M.																
1				N. E.	0-1				29.96	65	63	62	bc	li's	2	
2	"	"	"	"	1-2				29.96	67	63	58	"	li's	8	
3	"	"	"	N. E.	3-4				30.01	66	60	56	bc	li's	10	
4	"	"	"	"	2-3				30.02	66	57	56	"	"	10	
5	"	"	"	N. E.	3				30.04	66	56	50	"	"	10	
6	"	"	"	"	3				30.07	66	50	47	bc	li's	8	
7	"	"	"	"	3				30.11	63	47	43	"	li's	3	
8	"	"	"	"	3				30.19	63	45	43	"	"	2	
9	"	"	"	"	1				30.21	63	43	41	"	li's	2	
10	"	"	"	"	1				30.23	60	40	38	"	li's	1	
11	"	"	"	"	1				30.25	60	37	34	"	"	1	
Mid.	"	"	"	"	0-1				30.29	61	38	33	"	"	1	

under the command of

Commander L. C. Kitchner
Monday Nov 10

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended 4 AM:-

Began fair and cool, with light air from N.E. Wind increased to light breeze. Spent in
auxiliary boiler. *George N. Haydon* *Lieut. U.S.N.*

4 AM:-

Began fair and cool, with light breeze from N.E. Wind backed to N.W. Barometer falling
for last 24 hours. Made the morning inspection of magazine and found the air fresh and the
temperature normal. The temperatures were: 68° and 69° fore and aft; and 68° and 62°
in the forward locker. Cleaned auxiliary boiler. Inspected 80 pounds of
head and 115 1/2 of fresh beef and of frozen cattle. *George N. Haydon* *Lieut. U.S.N.*

8 AM to Meridian:- Clear pleasant weather. Calm to light N.W. wind. Barometer falling slowly.
At 8 AM, medical crew at quarters, absent over leave: R. L. Brown, M.D., Johnston, P.C. and A. C. Mearns.
The Captain awarded following punishments: J. J. Cope, P.C., 2 1/2 hours overboard, reduced
to class; J. C. Brown, P.C., 7 1/2 hours overboard and demoted 4th class for 5 months; A. M. Johnson
P.C., demoted after returning from liberty, 2nd class; J. M. King, washing ward room food, 2nd
class. The following yard workmen were engaged on board in Engineering Department: 4 machinists
2 apprentices 1 helper, 5 boiler makers, 5 helpers and 3 boys.

J. W. Kierulff *Lieut. U.S.N.*

Meridian to 12 AM:-

Clear at beginning to cloudy and overcast at end. Barometer steady first half, then slowly
rising. Light N.W. due to gentle N.W. breeze. Yard workmen as in preceding watch. Red 800
gallons fresh water for cooking purposes from yard.

J. W. Kierulff *Lieut. U.S.N.*

4 to 8 PM:-

Cloudy and cool, clearing toward end of watch. Gentle N.W. breeze. Barometer rising. Made
inspection of magazine and shell room, finding temperature normal and all fresh.

J. W. Kierulff *Lieut. U.S.N.*

8 PM to Midnight:-

Clear, cool and fine. Bright starlight. Barometer rising. Light N.W. Ely air.

J. W. Kierulff *Lieut. U.S.N.*

Examined and found to be correct.

J. W. Kierulff *Lieut. U.S.N.* Navigator,

LOG of the UNITED STATES

Training Ship Deser
Manned to Dock in Dry Dock Portsmouth N.H.

Ship Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.		State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.		Form of, by symbols.	Amount made each hour.	
A. M.																
1			<i>Manned to Dock</i>	<i>N. by E.</i>	<i>N. by E.</i>	1			30.31	59	34	33	<i>h.c.</i>	<i>ci's</i>	2	
2						1			30.32	59	34	32	"	"	2	
3					<i>Calm</i>	0			30.32	57	31	30	"	"	2	
4					<i>South</i>	1			30.32	52	31	30	"	"	3	
5						1			30.34	51	31	30	"	"	5	
6						2			30.37	50	32	31	"	<i>ci's</i>	7	
7						2			30.40	49	34	33	"	"	7	
8						2			30.44	49	39	35	"	"	6	
9						2			30.40	49	39	35	"	"	7	
10					<i>N. E.</i>	2			30.47	55	34	31	"	"	7	
11						0			30.44	55	49	45	"	"	45	
Noon.						1			30.45	55	46	45	"	"	45	

Position at 8 A. M. { Latitude by
 { Longitude by

* { Latitude by observation
 { Longitude by observation

Position at noon: { Latitude by D. R.
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

2150 "

Coal consumed during the preceding 24 hours,

tons, 12 65 lbs.

Coal remaining on hand at noon,

5 " 630 "

P. M.																
1			<i>Manned to Dock</i>	<i>N. by E.</i>	<i>South</i>	1			30.44	57	49	46	<i>h.c.</i>	<i>a.s.</i>	2	
2			"	"	"	1			30.44	57	48	46	"	"	3	
3			"	"	"	1			30.42	57	53	45	"	"	3	
4			"	"	<i>N. by E.</i>	0-1			30.42	57	49	46	"	"	3	
5			"	"	"	0-1			30.42	58	46	41	"	<i>a.s.</i>	7	
6			"	"	<i>N. E.</i>	0-1			30.43	60	40	49	"	<i>a.s.</i>	6	
7			"	"	<i>N. E.</i>	0-1			30.47	62	46	37	"	"	6	
8			"	"	"	0-1			30.46	64	40	37	<i>o.c.</i>	<i>a.s.</i>	10	
9			"	"	"	0-1			30.45	63	39	36	"	"	10	
10			"	"	"	0-1			30.45	61	39	36	"	"	10	
11			"	"	"	0-1			30.45	57	39	37	"	"	10	
Mid.			"	"	"	0-1			30.45	56	38	37	<i>o.c.</i>	<i>a.s.</i>	10	

under the command of

Commander L. C. Keelner
Tuesday Apr 11

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 11 AM:

Clear and cool. Barometer steady. Moon rose at 130 Calm to light N by air.
J. E. Briggs, Ensign U.S.N.

11 AM to 1 PM:

Cloudy, pleasant weather. Light N by air. Received in Dept. 50 a box of the fresh meat and 10 1/2 lbs fresh vegetables. Made inspection of shell room and magazines, finding everything normal and air fresh. A Egan B.M.C. left the ship on her weekly letter of absence.
J. E. Briggs, Ensign U.S.N.

1 PM to Meridian:

Cloudy to fair and pleasant weather. Light breezes from South heading to S.E. and then calm the last hour. Barometer about steady. Following yard workmen at work in Engineering Department: 4 machinists, 2 apprentices, 4 boiler-makers, 3 shipper's boys. Crew over hauled both lower chains. At noon the Navy yard battery fired a 15 minute gun salute.
J. E. Briggs, Ensign U.S.N.

Meridian to 4 PM:

Fair and pleasant weather. Light air from South. Barometer fell slightly. Following yard workmen at work in Engineering Department: 4 machinists, 2 apprentices, 4 boiler-makers, 3 shipper's boys. Crew hauled ship chain. Magazines inspected, temperature forward 60-65, aft 57-60, small room 65-68, no foul air. Following men went on leave to the 14th: Adams J. (Ch. M.), Anderson J. (B.M.C.), Ashmun P. (Ch. M.), B. Donaghy A. (B. M.), Collins D. (Ch.).
J. E. Briggs, Ensign U.S.N.

4 PM to 8 PM:

Fair to overcast and pleasant. Calm to light air variable in direction. Barometer rose. Mustered at quarters at 4:15, about without leave. Brown A. L. (Mach. C.) formerly 18 (1st) and Linton J. (S. C.)
J. E. Briggs, Ensign U.S.N.

8 PM to Midnight:

Overcast stormy weather. Light rain last hour of watch. Calm to light air from S.E. Barometer steady. Brown A. L. (Mach. C.) returned from liberty 60 hrs overtime.
J. E. Briggs, Ensign U.S.N.

Examined and found to be correct.

J. H. Hubbard Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex
Moved to Dock Navy Yard Portsmouth N.H.

Ship Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.		Amount, made to sea.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air.	Dry Bulb.	Wet Bulb.	Surface.	State of the Weather, by symbols.	Form of, by symbols.		
A. M.																	
1	<i>Mounds Dock</i>			<i>N. 4 E.</i>	<i>0-1</i>			<i>30.89</i>	<i>58</i>	<i>58</i>	<i>57</i>			<i>sc.</i>	<i>Scu</i>	<i>9</i>	
2	"			<i>South</i>	<i>0-1</i>			<i>30.88</i>	<i>60</i>	<i>60</i>	<i>59</i>			"	"	<i>9</i>	
3	"			<i>Calcut</i>	<i>0</i>			<i>30.86</i>	<i>60</i>	<i>62</i>	<i>41</i>			"	<i>Scu</i>	<i>10</i>	
4	"			<i>South</i>	<i>0-1</i>			<i>30.84</i>	<i>60</i>	<i>63</i>	<i>41</i>			<i>sc.</i>	"	<i>10</i>	
5	"			<i>S. 4 E.</i>	<i>1</i>			<i>30.81</i>	<i>61</i>	<i>63</i>	<i>41</i>			"	<i>N</i>	<i>10</i>	
6	"			<i>S. 4 E.</i>	<i>2-3</i>			<i>30.78</i>	<i>60</i>	<i>64</i>	<i>43</i>			<i>sc. g.</i>	<i>Scu</i>	<i>10</i>	
7	"			"	<i>2-3</i>			<i>30.72</i>	<i>60</i>	<i>65</i>	<i>45</i>			<i>sc. g.</i>	"	<i>10</i>	
8	"			"	<i>3-4</i>			<i>30.17</i>	<i>60</i>	<i>65</i>	<i>45</i>			<i>sc. g.</i>	"	<i>10</i>	
9	"			<i>S. 4 E.</i>	<i>3-4</i>			<i>30.11</i>	<i>60</i>	<i>66</i>	<i>46</i>			<i>sc. g. m.</i>	"	<i>10</i>	
10	"			"	<i>3</i>			<i>30.08</i>	<i>60</i>	<i>67</i>	<i>47</i>			<i>sc. g. m.</i>	"	<i>10</i>	
11	"			"	<i>3-4</i>			<i>30.04</i>	<i>60</i>	<i>67</i>	<i>47</i>			<i>sc. g. m.</i>	"	<i>10</i>	
Noon.	"			"	<i>3-4</i>			<i>29.99</i>	<i>60</i>	<i>66</i>	<i>50</i>			"	"	<i>10</i>	

Position at 8 A. M. { Latitude by
 Longitude by

Position at noon: { Latitude by observation
 Longitude by observation
 Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																	
1	<i>Mounds Dock</i>			<i>S. 4 E.</i>	<i>3-4</i>			<i>29.90</i>	<i>66</i>	<i>58</i>	<i>52</i>			<i>sc. g.</i>	<i>Scu</i>	<i>10</i>	
2	"			<i>S. 4 E.</i>	<i>3-4</i>			<i>29.94</i>	<i>67</i>	<i>58</i>	<i>52</i>			<i>sc. g.</i>	"	<i>10</i>	
3	"			"	<i>4</i>			<i>29.91</i>	<i>68</i>	<i>57</i>	<i>57</i>			<i>sc.</i>	<i>Scu</i>	<i>10</i>	
4	"			"	<i>4</i>			<i>29.93</i>	<i>63</i>	<i>57</i>	<i>57</i>			"	"	<i>10</i>	
5	"			"	<i>5</i>			<i>29.95</i>	<i>70</i>	<i>57</i>	<i>57</i>			"	"	<i>10</i>	
6	"			<i>N. 4 E.</i>	<i>5</i>			<i>29.96</i>	<i>71</i>	<i>57</i>	<i>52</i>			"	<i>Scu</i>	<i>9</i>	
7	"			"	<i>1</i>			<i>29.98</i>	<i>71</i>	<i>57</i>	<i>52</i>			<i>Scu</i>	<i>and</i>	<i>5</i>	
8	"			"	<i>0-1</i>			<i>30.00</i>	<i>71</i>	<i>57</i>	<i>52</i>			"	<i>Scu</i>	<i>4</i>	
9	"			"	<i>1</i>			<i>30.03</i>	<i>68</i>	<i>56</i>	<i>55</i>			"	<i>Scu</i>	<i>6</i>	
10	"			"	<i>2</i>			<i>30.06</i>	<i>67</i>	<i>55</i>	<i>49</i>			"	"	<i>7</i>	
11	"			<i>E. 4 E.</i>	<i>3-5</i>			<i>30.09</i>	<i>66</i>	<i>48</i>	<i>49</i>			<i>sc. g.</i>	"	<i>7</i>	
Mid.	"			"	<i>5-5</i>			<i>30.05</i>	<i>57</i>	<i>47</i>	<i>46</i>			"	<i>Scu</i>	<i>9</i>	

under the command of

Commander L. C. Nether
Wednesday Jan 12

, U. S. Navy,

, 190 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended at 12 noon:-

Cloudy to overcast and damp weather. Calm to light air, variable in direction. Barometer fell.
J. E. Briggs, Ensign U.S.N.

2 1/2 A.M.:-

Overcast, passing showers. Light to moderate southeasterly breeze. Barometer fell. Received in pay department 15 1/2 lbs. vegetables, 15 1/2 lbs. meat, 22 1/2 lbs. bread. Magazines inspected. Temperature normal, no foul air. Below half-masted at sunrise memory of late Rear Admiral Selfridge.
J. E. Briggs, Ensign U.S.N.

8 A.M. to Meridian:-

Overcast and hazy. Squally first and last hour. Gentle to moderate breeze from S.W. at 9 1/2. Mustered crew at quarters: Gunton J. (S. 1/2) and Townsend H. (S. 1/2) absent. Commanding Officer awarded following punishments: Brown W. L. (Mach. 1 C), 60 hours overtime, with loss 3 months. At noon a salute of thirteen minute guns was fired in the Navy yard in respect to the memory of the late Rear Admiral Selfridge.
J. E. Briggs, Ensign U.S.N.

Meridian to 4 P.M.:-

Overcast. Rain first two hours. Gentle to moderate breeze from S.W. and S.W. by N. Success of J. C. (Cas.) and Edwards W. S. (Sea) left the ship on one week's leave of absence. Gunton J. (S. 1/2) returned from leave 176 hours overtime.
J. E. Briggs, Ensign U.S.N.

4 1/2 P.M.:-

Cloudy and warm. Stiff breeze from S.W. to calm. Impaired magazines. Temperature normal, no foul air.
J. E. Briggs, Ensign U.S.N.

8 P.M. to Midnight:-

Cloudy, squally last two hours. Light air to stiff breeze from N.W. by N. and E.S.E. Gunton J. (Cas. & C.) returned from leave of absence.
J. E. Briggs, Ensign U.S.N.

Examined and found to be correct.

W. H. Hallard Lieutenant, Navigator.

LOG of the UNITED STATES

Training Ship Decatur
Moved to Dock Navy Yard Portsmouth N.H.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				CLOUDS.		Amount of Rain.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 4 ft.	Air - Dry Bulb.	Air - Wet Bulb.	Water Surface.	State of the Weather, by symbols.	Form of, by symbols.	Force, by symbols.		
A. M.																	
1	<i>Moved to Dock</i>			<i>N. N. W.</i>	<i>N. by E.</i>	<i>55</i>		<i>30.71</i>	<i>60</i>	<i>39</i>	<i>37</i>		<i>c. c. m.</i>	<i>S</i>		<i>10</i>	
2	"			"	"	<i>55</i>		<i>30.78</i>	<i>60</i>	<i>37</i>	<i>35</i>		"	"		<i>10</i>	
3	"			"	<i>N. E.</i>	<i>55</i>		<i>30.79</i>	<i>69</i>	<i>35</i>	<i>34</i>		"	"		<i>10</i>	
4	"			"	"	<i>55</i>		<i>30.35</i>	<i>60</i>	<i>34</i>	<i>33</i>		"	"		<i>9</i>	
5	"			"	"	<i>1</i>		<i>30.39</i>	<i>60</i>	<i>34</i>	<i>33</i>		<i>c. c. m.</i>	<i>bc m</i>		<i>10</i>	
6	"			"	<i>N. E.</i>	<i>04</i>		<i>30.41</i>	<i>60</i>	<i>33</i>	<i>33</i>		"	<i>bc m</i>		<i>7</i>	
7	"			"	"	<i>04</i>		<i>30.48</i>	<i>58</i>	<i>31</i>	<i>31</i>		"	"		<i>7</i>	
8	"			"	<i>N. E.</i>	<i>1</i>		<i>30.51</i>	<i>58</i>	<i>31</i>	<i>32</i>		"	"		<i>10</i>	
9	"			"	"	<i>1</i>		<i>30.51</i>	<i>58</i>	<i>31</i>	<i>32</i>		<i>c. c. m.</i>	<i>N</i>		<i>10</i>	
10	"			"	<i>N. E.</i>	<i>1</i>		<i>30.57</i>	<i>57</i>	<i>31</i>	<i>32</i>		"	"		<i>10</i>	
11	"			"	"	<i>1</i>		<i>30.51</i>	<i>57</i>	<i>31</i>	<i>31</i>		"	"		<i>10</i>	
Noon.	"			"	"	<i>2</i>		<i>30.57</i>	<i>58</i>	<i>31</i>	<i>31</i>		"	"		<i>10</i>	

Position at 8 A. M. { Latitude by 0 1 "
 { Longitude by 0 1 "

Position at noon: { Latitude by observation 0 1 "
 { Longitude by observation 0 1 "
 { Latitude by D. R. 0 1 "
 { Longitude by D. R. 0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by 0 1 "
 { Longitude by 0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1750 "

Coal consumed during the preceding 24 hours,

tons, 10.10 lbs.

Coal remaining on hand at noon,

4 " 850 "

P. M.																	
1	<i>Moved to Dock</i>			<i>N. E.</i>	<i>N. E.</i>	<i>2</i>		<i>30.57</i>	<i>59</i>	<i>31</i>	<i>31</i>		<i>c. c. m.</i>	<i>bc m</i>		<i>10</i>	
2	"			"	<i>N. E.</i>	<i>2</i>		<i>30.57</i>	<i>59</i>	<i>31</i>	<i>31</i>		"	"		<i>10</i>	
3	"			"	"	<i>2</i>		<i>30.57</i>	<i>59</i>	<i>31</i>	<i>31</i>		"	"		<i>10</i>	
4	"			"	"	<i>2</i>		<i>30.57</i>	<i>60</i>	<i>31</i>	<i>31</i>		"	"		<i>10</i>	
5	"			"	"	<i>2</i>		<i>30.49</i>	<i>63</i>	<i>31</i>	<i>31</i>		"	"		<i>10</i>	
6	"			"	"	<i>2</i>		<i>30.49</i>	<i>64</i>	<i>30</i>	<i>31</i>		"	"		<i>10</i>	
7	"			"	"	<i>2</i>		<i>30.48</i>	<i>65</i>	<i>30</i>	<i>31</i>		"	"		<i>10</i>	
8	"			"	"	<i>2</i>		<i>30.49</i>	<i>65</i>	<i>30</i>	<i>30</i>		"	"		<i>10</i>	
9	"			"	<i>N. E.</i>	<i>1</i>		<i>30.44</i>	<i>63</i>	<i>31</i>	<i>31</i>		<i>c. c. m.</i>	<i>bc m</i>		<i>10</i>	
10	"			"	<i>N. E.</i>	<i>1</i>		<i>30.44</i>	<i>62</i>	<i>31</i>	<i>31</i>		"	"		<i>10</i>	
11	"			"	<i>bc m</i>	<i>0</i>		<i>30.42</i>	<i>62</i>	<i>32</i>	<i>31</i>		<i>c. c. m.</i>	"		<i>10</i>	
Mid.	"			"	"	<i>0</i>		<i>30.39</i>	<i>62</i>	<i>32</i>	<i>31</i>		"	"		<i>10</i>	

under the command of

Commander L. C. Kitchner
Thursday November 11/13

, U. S. Navy,
, 1902 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 am:-

*Overcast and raining. Barometric rising. Slightly lighter & stuff breeze from N by E.
and N.E.*

At 8 AM:- Cloudy and raining calm to light air from N.E. and N.N.E.

Inspected magazines, temperatures normal, no foul air. Received in Bay Dept.
115 lbs each of meat and vegetable. L. J. Small

Robert G. Sparrow Esq. N.H.

Same to Meridian:-

Began overcast and freezing with a stem drizzle and light air from N.E. The drizzle soon turns to a light snow. The Captain put 1000 lbs. of gunpowder on board in 8 barrels or longer for being 76 hours on board. It was intended the hands and found N. B. Bowley, Foreman, sheet, overboard. Exhausting blocks and running gear. The following yard workmen on board in Steam Engineering: 8 machinists, 20 carpenters, and 10 boys. Steam in auxiliary boiler. Wind overcast to N.E. Barometer very high.

Long R. Hayward Dec 14th 1861

Genl N. Haywar

Lindholm!

Meridian 6 PM:-

Begins overcast and fogging with a light snow and light breeze from N.E. Yard workmen on board as in forenoon. The wind veered to N.E. 3 human seamen, 1 Conroy, Shipwright and Mr. Butler, Master at times & clear, left on a week's leave. Perforating shells and running gear and steam in auxiliary boiler. Made the morning inspection of magazines and found the air fresh and the temperature normal. The temperature of water: 66° on top of forward, 68° and 64° aft, and 52° and 58° in the forenoon boiler.

Leop. A. Hayward and Fred H. H.

Long A Hayward

Lucitusk.

4 to 80 m.:-

Began snowed and freezing with a light snow falling and light breeze from N.E. By 4 o'clock, St. Thomas, Landsman returned, 200 hours overboard. I Canfield, Commissary Steward, returned from leave. Steam in auxiliary boiler. Thermometer falling.

George N. Hayward

Leitner.

8 PM to midnight:-

Begins to cast, mites and fruging with light and from E to S. The wind backed to N. E. & began drizzling fruging as it fell. Barometer falling. Calms at noon and the drizzle stopped. Steam in the auxiliary boiler.

Robert Hayward Huntville, W.

George A. Hayward

Leitchman

Examined and found to be correct.

Richard Linsell

Navigator.

LOG of the UNITED STATES

Training Ship Essex

This Date,

Moored to Dock New York, Portsmouth N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		CLOUDS.			
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	State of the Weather, by symbols.	Forms of, by symbols.	Amount, in tenths.	State of the Sea.
A. M.															
1	Moored to Dock			N. N. E.	N. N. E.	1		30.06	62.31	51		bc	bc	10	
2	"			"	"	1		30.04	62.31	51		"	"	10	
3	"			"	North	1		30.03	60.31	51		"	"	10	
4	"			"	N. N. W.	1		30.27	59.31	51		"	"	10	
5	"			"	"	1		30.28	60.36	56		"	"	10	
6	"			"	"	1		30.26	58.35	55		"	"	10	
7	"			"	N. N. W.	1		30.26	57.37	57		"	"	10	
8	"			"	N. by W.	2		30.25	55.38	57		bc	"	10	
9	"			"	N. N. W.	1		30.25	55.43	52		bc	bc	10	
10	"			"	"	0-1		30.23	60.48	47		"	"	4	
11	"			"	"	0-1		30.22	62.52	55		bc	"	4	
Noon.	"			"	Calms	1		30.21	66.52	57		"	bc	5	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

18.50 "

Coal consumed during the preceding 24 hours,

tons, 10.10 lbs.

Coal remaining on hand at noon,

3 " 20.50 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		CLOUDS.			
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	State of the Weather, by symbols.	Forms of, by symbols.	Amount, in tenths.	State of the Sea.
1	Moored to Dock			N. N. E.	N. N. by N.	1		30.21	69.61	61		bc	bc	1	
2	"			"	"	1		30.20	68.61	61		"	"	2	
3	"			"	S. E.	1		30.20	66.61	61		"	"	3	
4	"			"	"	1		30.20	54.60	59		"	"	3	
5	"			"	Calms	0		30.20	67.59	58		"	bc	2	
6	"			"	"	0		30.21	67.57	57		"	"	2	
7	"			"	N. N.	1		30.23	67.56	56		"	"	2	
8	"			"	"	1		30.24	66.53	55		"	"	2	
9	"			"	N. N. W.	0-1		30.21	65.52	57		bc	bc	2	
10	"			"	Calms	0		30.19	64.50	49		"	"	2	
11	"			"	"	0		30.18	63.49	48		"	"	2	
Mid.	"			"	"	0		30.18	63.47	46		"	"	2	

under the command of

Commander L. C. Kitcher
Friday Nov 14

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 AM:-

Began overcast misty and wet with light breeze from S. S. H. air. Steam in auxiliary boiler
Corp. A. Haydon Lieut. U.S.N.

4 1/2 AM:-

Began overcast misty and cool with light air from N. N. W. J. J. Murphy, Apprentices class, with bag hammer and paper is transferred to Engineering Station at Newport. Received in Pay Department 82 pounds of bread and 184 of meal and of vegetables. Made the morning inspection of magazines and found the air fresh and the temperatures normal. The temperatures were 47 and 63° forward; 70 and 65° aft; and 61° and 59° in the forward locker. Steam in auxiliary boiler
Corp. A. Haydon Lieut. U.S.N.

8 AM to Meridian:-

Clear pleasant weather. Calm to light N. N. W. air. Barometer falling. Mustered at quarter at 7:50 as absentees. The Captain awarded the following punishments: J. Mitchell, S. C. C. disobeying an order of the acting chief Master at Arms, 5 days solitary confinement on bread and water; A. Lowmley, Lieut, 20 hours over leave, 10 nights double cross and 10th class until further orders. J. Mitchell, S. C. C. was placed in solitary confinement in accordance with sentence. Following yard workmen engaged on board in Engineering Department: 4 machinists, 1 helper, 2 apprentices and 3 boys. C. Cummings, Lieut returned from leave. J. J. Murphy Lieut. U.S.N.

Meridian to 4 PM:-

Clear and fine. Light air, variable in direction. Barometer steady. Yard workmen on board as in preceding watch. Made possible inspection of magazine and shell room flood cocks, all in good working order. J. Traver, Lieut left the ship on one week's leave of absence. J. J. Murphy Lieut. U.S.N.

4 1/2 PM:-

Clear and fine. Calm to light N. N. W. air. Barometer rising. Inspected magazines and shell rooms - temperatures normal and air fresh. J. J. Murphy Lieut. U.S.N.

8 PM to Midnight:-

Much pleasant weather. Bright moonlight. Calm to light N. N. W. air. A. Lowmley, Lieut was confined in double cross for the night. J. J. Murphy Lieut. U.S.N.

Examined and found to be correct.

J. J. Akland Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Third Rate,

Manned by Det. Navy Yard, Portsmouth N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air Dry.	Air Wet.	Wind.	Water at Surface.		Form of, by symbols.	Moving force.	Amount, in eights.	State of the Sea.
A. M.																			
1			Manned by Det.	N.H.	Calm	0			30.20	62	47	47			b.c.m.	cu		6	
2			"	"	"	0			30.19	61	46	46			"	b.c.m.	N.S.	3	
3			"	"	"	0			30.19	59	45	45			"	b.c.m.	"	6	
4			"	"	"	0			30.17	59	45	45			"	b.c.m.	"	2	
5			"	"	"	0			30.14	58	45	45			s.c.f.	S		10	
6			"	"	"	0			30.14	58	45	45			"	"		10	
7			"	"	"	0			30.14	57	46	46			s.f.	"		10	
8			"	"	"	0			30.15	60	47	47			"	"		10	
9			"	"	"	0			30.10	62	47	47			"	"		10	
10			"	"	"	0			30.11	61	47	47			"	"		10	
11			"	"	N.S.H.	1			30.09	61	50	49			"	"		10	
Noon.			"	"	"	1			30.05	62	58	57			"	"		9	

Position at 8 A. M. { Latitude by
Longitude by

Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																			
1			Manned by Det.	N.H.	West	1			30.04	64	57	56			b.c.	acu		6	
2			"	"	"	1			30.03	66	62	60			"	"		6	
3			"	"	"	1			30.01	66	64	62			"	"		6	
4			"	"	"	1			30.01	67	62	59			"	a.s.		3	
5			"	"	"	1			30.02	68	60	58			b.c.m.	"		3	
6			"	"	"	1			30.02	69	58	56			"	"		3	
7			"	"	N.W.S.	1			30.03	68	56	55			"	"		2	
8			"	"	"	1			30.04	68	55	54			"	"		2	
9			"	"	N.S.H.	1			30.06	69	57	54			"	"		2	
10			"	"	"	1			30.09	67	55	54			"	a.cu		2	
11			"	"	West	2			30.09	65	54	53			"	"		2	
Mid.			"	"	"	2			30.08	63	54	53			"	"		2	

under the command of

Commander J. C. McIntire,
Saturday November 10-

, U. S. Navy,
, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 P.M.:-

Misty and calm. Bright moonlight. Barometer falling. J. E. Briggs, L. H. W. W.

4.15 P.M.:-

Foggy and calm. Released H. Townsend, Lds. from confinement. Received in Department of Land 115 1/2 lbs fresh meat and 115 1/2 lbs fresh vegetables. Inspected magazines and shell rooms. Temperature normal and air fresh. V. H. W. W. L. H. W. W.

8 A.M. & Midnight:-

Overcast and foggy weather. Calm to light air from N.E. Barometer fell. Mustard at quarters at 9.30, all accounted for. Currier J. (C.M.A.) and Hudson H. (B.M.A.) returned from leave.

Following good workmen at work on board in Engineering Department, 4 machinists, 2 apprentices, 1 helper, on construction & labour, 3 shipfitters, 5 shipwrights, and 2 apprentices. J. E. Briggs, Currier J. H.

Midnight to 4 P.M.:-

Cloudy and pleasant weather. Light air from West. Barometer fell. Yard force at work on board same as in forenoon. Boat liberty party ashore. P. Currier (Lds) went on one week leave. Magazines inspected. Temperature forward 65-63, aft 68-63, small arm 60-59, no foul air. J. E. Briggs, Currier J. H.

4.15 to 8.15 P.M.:-

Fair but hazy weather. Light air from West to N.W. Barometer rose. Townsend H. (Lds) confined in double irons for the night. J. E. Briggs, Currier J. H.

8 P.M. to Midnight:-

Fair but hazy weather. Light air to light breeze from N.W. Barometer rose. Reported on board with bag and hammock from Newport Framing Station J. H. Saylor (App 2 C) as a bugler. J. E. Briggs, Currier J. H.

Examined and found to be correct.

J. E. Briggs, L. H. W. W. Navigator.

LOG of the UNITED STATES

Training Ship Essex

Ed. Rate,

Moored to Dock Navy Yard Portsmouth N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 11.	Air.	Water.	Surface.		Form of, by symbols.	Moving terms.	Amount, estimated.	
A. M.																		
1	Moored to Dock		H. A. H.	West	0-1				30 09	62	52	51		h.c.m.	Tr. 1/2		3	
2	"		"	"	0-1				30 10	61	51	50		"	Tr. 1/2		3	
3	"		"	"	1				30 10	59	49	48		"	"		4	
4	"		"	Calcut	0				30 13	58	48	47		h.c.m.	Tr. 1/2		0	
5	"		"	N. by N.	0-1				30 14	58	48	47		h.c.m.	Tr. 1/2		2	
6	"		"	"	0-1				30 18	60	46	46		"	"		2	
7	"		"	Calcut	0				30 22	60	46	45		"	"		2	
8	"		"	N. N.	1				30 23	63	48	46		"	"		2	
9	"		"	N. A. H.	1				30 24	62	57	49		"	Tr. 1/2		4	
10	"		"	"	1				30 25	62	54	57		"	"		4	
11	"		"	"	1				30 26	62	57	57		"	"		3	
Noon.	"		"	"	2				30 25	63	59	57		"	"		5	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																		
1	Moored to Dock		H. A. H.	N. A. H.	2				30 23	64	58	55		h.c.m.	Tr. 1/2		3	
2	"		"	"	2				30 21	63	58	54		"	"		3	
3	"		"	"	1				30 24	63	57	55		"	"		3	
4	"		"	"	1				30 24	63	57	55		"	"		3	
5	"		"	Calcut	0				30 24	61	56	53		"	"		3	
6	"		"	North	0-1				30 27	62	48	47		"	Tr. 1/2		3	
7	"		"	"	0-1				30 29	63	46	45		h.c.m.	"		3	
8	"		"	"	0-1				30 31	64	48	46		"	"		3	
9	"		"	"	0-1				30 33	64	48	46		h.c.m.	"		3	
10	"		"	"	1				30 33	63	48	46		"	"		3	
11	"		"	N. E.	2-3				30 35	61	48	44		h.c.m.	"		1	
Mid.	"		"	"	2-3				30 35	61	48	44		"	"		1	

under the command of

Commander L. C. Hulbur
Sunday November 16

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 11 AM:-

Fair but damp, hazy weather. Calm to light air from West. Barometer rose.

J. J. Briggs Ensign U.S.N.

11 AM to 1 PM:-

Fair and pleasant. Calm to light air from N.W. Barometer rose. Magazine inspected, temperatures forward 65-63 aft 65-63 small arm 60-59 no foul air. Insensibility H. (Lie) relieved from confinement.

J. J. Briggs Ensign U.S.N.

1 PM to 5 PM:-

Partly clear and pleasant. Light air to light breeze from N.W. J. Brady (Sgt 1st) returned from leave of absence at 4 PM. Mustered crew at quarters, all accounted for. Chaplain Dickinson L.H. N. Young held divine service.

Robert C. Sparrow Ensign U.S.N.

5 PM to 8 PM:-

Partly clear and pleasant. Light air to light breeze from N.W. Inspected magazine temperatures normal no foul air.

Robert C. Sparrow Ensign U.S.N.

8 PM to 11 PM:-

Partly clear fair and pleasant. Calm to light air and foggy. Smith, former J. (Sgt) returned from leave of absence.

Robert C. Sparrow Ensign U.S.N.

11 PM to Midnight:-

Partly clear and cool. Calm to gentle breeze from South and N.E. Squads left two hours. Mahoney M. (C. 4. M.) returned from leave of absence. Received from N. A. P. S. Columbia with bag and hammock. Nickerson A. E. (C. 8. M.), Kier R. (Lie), Day G. (Lie), Collins J. B. (Lie) Johnson C. (Lie), Koller A. E. (Lie) and Armstrong J. (Lie).

Robert C. Sparrow Ensign U.S.N.

Examined and found to be correct.

J. H. Kibbles Lieutenant

Navigator.

LOG of the UNITED STATES

Training Ship *Com*

Ord. Rate,

Moor'd to Dock No. 1 Yard Portsmouth Nov.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air.	Water.	Wet Bulb.	Surface.		Form of, by symbols.	Moving form.	Amount, estimated.	
A. M.																			
1	<i>Moor'd to Dock</i>		<i>Nov. 21.</i>	<i>E. N. E.</i>	<i>45</i>				<i>30.35</i>	<i>61</i>	<i>43</i>	<i>44</i>		<i>h.c.g.</i>	<i>a.s</i>			<i>2</i>	
2	"		"	"	<i>45</i>				<i>30.33</i>	<i>61</i>	<i>43</i>	<i>44</i>		"	"			<i>3</i>	
3	"		"	"	<i>45</i>				<i>30.37</i>	<i>61</i>	<i>43</i>	<i>44</i>		"	"			<i>3</i>	
4	"		"	"	<i>45</i>				<i>30.38</i>	<i>62</i>	<i>43</i>	<i>43</i>		"	"			<i>4</i>	
5	"		"	"	<i>N. E.</i>	<i>1</i>			<i>30.38</i>	<i>64</i>	<i>41</i>	<i>42</i>		<i>h.c.m.</i>	"			<i>5</i>	
6	"		"	"	"	<i>2</i>			<i>30.38</i>	<i>64</i>	<i>41</i>	<i>40</i>		"	"			<i>3</i>	
7	"		"	"	"	<i>2</i>			<i>30.40</i>	<i>64</i>	<i>42</i>	<i>40</i>		"	"			<i>3</i>	
8	"		"	"	"	<i>2</i>			<i>30.42</i>	<i>62</i>	<i>42</i>	<i>41</i>		"	<i>Sp</i>			<i>7</i>	
9	"		"	"	<i>E. N. E.</i>	<i>2</i>			<i>30.44</i>	<i>60</i>	<i>41</i>	<i>41</i>		<i>o.c.m.</i>	<i>S. m.</i>			<i>10</i>	
10	"		"	"	"	<i>2</i>			<i>30.46</i>	<i>59</i>	<i>41</i>	<i>40</i>		"	"			<i>10</i>	
11	"		"	"	<i>N. E.</i>	<i>2</i>			<i>30.46</i>	<i>57</i>	<i>42</i>	<i>40</i>		"	"			<i>10</i>	
Noon.	"		"	"	"	<i>2</i>			<i>30.44</i>	<i>58</i>	<i>42</i>	<i>41</i>		<i>h.c.</i>	<i>S. m.</i>			<i>8</i>	

Position at 8 A. M. { Latitude by
Longitude by

o ' "

{ Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

o ' "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

o ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

160 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

15.50 "

Coal consumed during the preceding 24 hours,

tons, 1010 lbs.

Coal remaining on hand at noon,

2 " 1790 "

P. M.																			
1	<i>Moor'd to Dock</i>		<i>Nov. 21.</i>	<i>N. E.</i>	<i>2</i>				<i>30.40</i>	<i>56</i>	<i>45</i>	<i>43</i>		<i>h.c.m.</i>	<i>a.s</i>			<i>9</i>	
2	"		"	"	<i>2</i>				<i>30.39</i>	<i>56</i>	<i>43</i>	<i>41</i>		"	"			<i>9</i>	
3	"		"	"	<i>2</i>				<i>30.39</i>	<i>56</i>	<i>43</i>	<i>41</i>		"	"			<i>9</i>	
4	"		"	"	<i>2</i>				<i>30.41</i>	<i>56</i>	<i>42</i>	<i>40</i>		"	"			<i>9</i>	
5	"		"	"	<i>2</i>				<i>30.39</i>	<i>63</i>	<i>37</i>	<i>39</i>		"	"			<i>9</i>	
6	"		"	"	<i>2</i>				<i>30.39</i>	<i>63</i>	<i>37</i>	<i>39</i>		"	"			<i>9</i>	
7	"		"	"	<i>E. N. E.</i>	<i>2</i>			<i>30.43</i>	<i>61</i>	<i>36</i>	<i>38</i>		"	"			<i>9</i>	
8	"		"	"	"	<i>2</i>			<i>30.43</i>	<i>60</i>	<i>34</i>	<i>35</i>		"	"			<i>9</i>	
9	"		"	"	"	<i>2</i>			<i>30.46</i>	<i>66</i>	<i>36</i>	<i>35</i>		<i>h.c.</i>	<i>S. m.</i>			<i>10</i>	
10	"		"	"	<i>N. E.</i>	<i>3</i>			<i>30.46</i>	<i>64</i>	<i>36</i>	<i>35</i>		"	<i>S. m.</i>			<i>7</i>	
11	"		"	"	"	<i>3</i>			<i>30.44</i>	<i>63</i>	<i>36</i>	<i>35</i>		"	<i>S. m.</i>			<i>7</i>	
Mid.	"		"	"	"	<i>3</i>			<i>30.43</i>	<i>62</i>	<i>36</i>	<i>35</i>		"	"			<i>7</i>	

under the command of

Commander L. C. Hulbert.

, U. S. Navy,

Monday November 17

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 11 AM:-

Nearly clear cool and squally. Moderate to stiff breeze from E. & E.

Robert G. Sparrow Engineer

11 AM to Meridian:-

Cloudy, hazy. Light air to light breeze from N.E.

Inspected magazines. Temperatures normal, no foul air. Received in Pay Department \$7 the fresh food and \$15 1/2 the fresh meat.

Robert G. Sparrow Engineer

1 PM to Meridian:-

Began overcast, misty and cool with light breeze from N.E. Yard workmen aboard as follows: in Construction, 12 shipwrights, 2 apprentices and 6 helpers, and in Steam Engineering, 4 machinists and 2 apprentices. L. L. Ellis Blacksmith, for being disorderly at once and for disrespect is put on the sick leave for one month by the Captain and is released. There are turned into stores in Construction, 1 capstan bar, 1 surst block, 1 step tub, 1 galley tub, 1 half gallon measure, 1 sewing bag, 1 stillson wrench and 2 sets of crockery and ring \$1 and in Equipment, 1 anchor buoy, 1 boat chain, 1 mangle mat, 3 ketch tarpaulins, 1 main deck awning, 2 table cloths, 1 boat cover, 2 dash rakes, 1 tea kettle, 1 sabatier knife, 1 section hose, 1 galley shovel, 1 set steel listers, 1 set steel figures and 1 coffee kettle. The wind veered to E. & E. and then backed to N.E. and the mist cleared.

Serge N. Haywood Surgeon

Meridian to 4 PM:-

Began cloudy and cool with light breeze from N.E. Five yard workmen aboard: in Construction 12 shipwrights and 2 apprentices; and in Steam Engineering, 4 machinists 2 apprentices and 1 helper B. B. Benton, Master of Arms, 1 clerk, 1 steward, 1 cook, 1 galley, 1 flag, 1 flag and 1 sailor.

Serge N. Haywood Surgeon

4 PM to:-

Began cloudy hazy and cool weather with light breeze from E. & E. Made the afternoon inspection of magazines and found the air fresh and the temperatures normal. The temperatures were: 62 and 60° forward, 65 and 63° aft, and 41 and 39° in the forenoon lock. Made the monthly test of smokeless powder and found it of stable and adequate. Navy Yard workmen as in last watch.

Serge N. Haywood Surgeon

8 PM to Midnight:-

Began cloudy and cool with light breeze from E. & E. The wind backed to N.E. A Hansen, Seaman, returned from leave. Steam is supplied to the boiler. A high barometer. Gentle breeze.

Serge N. Haywood Surgeon

Examined and found to be correct.

W. H. Hulbert Surgeon

Navigator.

LOG of the UNITED STATES

Training Ship Essex

Rate,

Moved to Dock Navy Yard Portsmouth N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.		Amount, in eighths, of rain or snow.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.		Water, Surface.	Forms of, by symbols.		
A. M.																		
1			Moved to Dock	N. N. W.	N. E.		3			30.10	62	35	34	b.c.	b.c.		8	
2			"	"	"		3			30.40	62	35	34	b.c.	b.c.		10	
3			"	"	"		3			30.40	62	35	34	b.c.	"		10	
4			"	"	"		3			30.42	62	34	33	"	"		10	
5			"	"	"		3			30.44	63	34	37	"	"		10	
6			"	"	"		3			30.44	63	34	34	"	"		10	
7			"	"	at N. E.		3			30.44	61	33	34	"	"		10	
8			"	"	"		2			30.47	60	36	36	"	"		4	
9			"	"	"		1			30.44	56	38	37	"	"		10	
10			"	"	"		2			30.42	54	39	38	"	"		4	
11			"	"	"		2			30.40	54	40	39	b.c.	"		7	
Noon.			"	"	"		2			30.38	55	41	40	b.c.	b.c.		8	

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.0 1 "
0 1 "
0 1 "
0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by0 1 "
0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

10-0 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

125 0 "

Coal consumed during the preceding 24 hours,

tons, 10 10 lbs.

Coal remaining on hand at noon,

17 " 17 20 "

P. M.																		
1			Moved to Dock	N. N. W.	E by N		2-3			30.37	56	41	40	b.c.	b.c.	10		
2			"	"	"		2-3			30.37	56	43	41	"	"	10		
3			"	"	E. S. E.		2			30.37	56	43	43	"	"	10		
4			"	"	S. E.		2			30.37	56	45	43	"	"	10		
5			"	"	"		2			30.36	59	45	43	"	"	10		
6			"	"	"		2			30.37	57	45	43	"	"	10		
7			"	"	"		2			30.37	60	45	43	"	"	10		
8			"	"	"		2			30.37	64	45	43	"	"	10		
9			"	"	N. E.		1			30.37	64	45	43	"	"	10		
10			"	"	"		1			30.36	64	45	43	"	"	10		
11			"	"	"		1			30.33	64	45	44	"	"	10		
Mid.			"	"	"		1			30.31	64	44	43	"	"	9		

under the command of

Commander L. C. Mulford
Tuesday November 17

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until same. Begins cloudy and cool with quite breeze from N.E. Steam in auxiliary boiler
Lieut. J. H. Hayward

At 8 AM:-

Begins cloudy and cool with quite breeze from N.E. Received in Bay Department 82 pounds of fresh bread and 115 lbs of fresh meat and 1/2 of fresh vegetables. Navy Yard workmen came aboard at 7. Sent a coaling party with the coal pile. Steam in auxiliary boiler
Lieut. J. H. Hayward

8 AM to Noon:-

Generally cloudy pleasant weather. Light N.E. breeze. Barometer falling. At 9 AM mustered at quarters, no absentees. The following Yard workmen on board: In Construction Department, 4 Shipwrights, 4 helpers, 2 drawers, 2 riveters, 5 shipfitters, 2 joiners and 2 caulkers; in steam engineering, 4 machinists, 2 apprentices and 1 helper. The main battery guns were lifted from the comminators and all working party overhauled. J. H. and 4 Egan, B.M.C. returned from leave of absence
Whitely

Lieut. J. H. Hayward

Midnight to 8 PM:-

Became cloudy and cool. Light to gentle E. breeze, hauling to S.E. last half. Barometer steady. Following yard workmen engaged on board: in Construction, 4 shipfitters, 4 helpers, 2 riveters, 3 joiners, 2 joiners, 2 caulkers, 6 shipwrights, 2 joiners and 2 apprentices; in engineering, 4 machinists, 2 apprentices and 1 helper. By order of Commanding Officer J. H., S.C.B. was placed under entire charge to await action, for being under the influence of some intoxicant on board ship. Read from yard in Bay Department 10 55 AM loss of coal.
Whitely

Lieut. J. H. Hayward

At 8 PM:-

Became cloudy and cool. Light S.E. breeze. Inspected magazines and shell rooms finding temperatures normal and air fresh.
Whitely

Lieut. J. H. Hayward

8 PM to Midnight:-

Became cloudy and cool. Light N.E. breeze. Barometer falling. J. H. and B.M. and B.L. J. H. returned from leave.
Whitely

Lieut. J. H. Hayward

Examined and found to be correct.

M. Mulford Lieutenant and Navigator.

LOG of the UNITED STATES

Trimming Ship Essex
Moored to Dock, Navy Yard, Portsmouth N.H.

3rd Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 4.	Air Wet Bulb.	Air Wet Bulb.	Water at Surface.		Form of, by symbols.	Moving form.	Amount, in eighths.	
A. M.																		
1	Moored to Dock		N. H.	N. E.		2			30 50	62	42	42		a. c.	5/8		10	
2	"		"	"	"	1			30 28	62	42	42		"	"		10	
3	"		"	"	"	1			30 27	62	42	41		"	"		10	
4	"		"	Calan	"	0			30 27	62	42	41		"	"		10	
5	"		"	N. E.	"	2			30 27	61	43	42		"	"		10	
6	"		"	"	"	2			30 27	61	43	42		a. c.	5/8		10	
7	"		"	"	"	2			30 27	60	43	42		a. c.	"		10	
8	"		"	N. E.	"	2			30 27	60	43	42		a. c.	"		10	
9	"		"	"	"	2			30 27	60	43	42		a. c.	"		10	
10	"		"	"	"	2			30 27	58	43	42		"	"		10	
11	"		"	"	"	1			30 23	57	44	43		"	"		10	
Noon.	"		"	"	"	1			30 23	57	44	43		"	"		10	

Position at 8 A. M. { Latitude by
 { Longitude by

{ Latitude by observation
 { Longitude by observation
 Position at noon: { Latitude by D. R.
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																		
1	Moored to Dock		N. H.	N. E.	0-1				30 22	57	46	46		a. c.	5/8		10	
2	"		"	"	0-1				30 21	57	46	46		a. c.	"		9	
3	"		"	Calan	0				30 20	57	47	47		"	"		9	
4	"		"	N. H.	0-1				30 21	57	47	47		"	"		9	
5	"		"	"	1				30 21	61	46	45		"	5/8		10	
6	"		"	Calan	0				30 21	63	45	45		a. c.	5/8		9	
7	"		"	"	0				30 23	66	45	45		"	5/8		8	
8	"		"	N. H.	0-1				30 25	65	44	44		"	5/8		6	
9	"		"	"	0-1				30 25	61	40	40		"	5/8		5	
10	"		"	"	1				30 25	60	40	40		a. c.	5/8		5	
11	"		"	"	1				30 24	58	39	39		"	"		10	
Mid.	"		"	"	1				30 24	57	37	32		"	"		4	

under the command of

Commander L. C. Skiles
Wednesday Nov 19

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 AM:-

Overcast cloudy and cool. Calm to light N.W. breeze. Barometer falling.
W. H. Briggs, Lieutenant

4 AM to 8 AM:-

Overcast cloudy and cool. Light N.W. breeze. Inspected magazines and storerooms, temperatures normal and air fresh. Received in Department 1 lb. 8 oz. fresh bread, 1 lb. 10 oz. fresh meat and 1 lb. 10 oz. the fresh vegetables. The following returned from leave of absence:-
M. J. Anderson 4 M.S.C. and A.R. O'Rourke 4 M.S.C.

W. H. Briggs, Lieutenant

8 AM to Noon:-

Overcast damp and foggy weather. Light drizzle at times. Light breeze to light air from N.E. Barometer fell. Mustered at quarters at 9 AM, all accounted for. D. L. Davis (P.M.) returned from leave 3 hours overtime. The Captain awarded the following punishment:- Baker J. (S.C.C.) under the influence of some intoxicant on board ship 3 days solitary confinement on bread and water. By order of the Captain released Michael J. (S.C.C.) his term of confinement having expired. The acting Department of A. H. Hartmann as German 2nd class was revoked and given an acting appointment as Gunner's Mate 2nd class. The following yard workmen at work on board:- In Construction, 2 ship fitters, 2 helpers, 2 riveters, 2 drillers, 5 shipwrights, 2 joiners, 2 caulkers, 2 plumbers, 2 joiners; in Steam Engineering & machinery, 2 apprentices, 1 helper; Lieutenant J. F. Hubbard U.S.N. returned from leave.

J. F. Briggs, Ensign

Noon to 4 PM:-

Overcast to cloudy. Damp. Light drizzling rain. Calm to light air from N.E. Barometer steady. Following yard force at work on board:- machinery, 2 apprentices and 1 helper; in Steam Engineering & shipfitters, 1 helper, 2 riveters, 3 drillers, 2 joiners, 10 shipwrights, apprentice and 2 plumbers in Construction. Magazines inspected, temperatures forward 63 to 64, aft 60 to 61, small room 60 to 61, no foul air. Bunkers out cleaned and restored small ammunitions room. M. J. Edwards (Sec.) returned from leave.

J. F. Briggs, Ensign

4 PM to 8 PM:-

Overcast to cloudy. Misty and damp weather. Calm to light northwesterly air. Barometer rose. J. C. Lowrey (Cook) returned from leave. H. Townsend (Sail) confined for the night.

J. F. Briggs, Ensign

8 PM to Midnight:-

Cloudy to overcast. Foggy and cool weather. Light air from S.W. Barometer steady. Steam men auxiliary boiler for heating purposes, throughout the day.

J. F. Briggs, Ensign

Examined and found to be correct.

J. F. Hubbard, Lieutenant
Navigator.

LOG of the UNITED STATES

Training Ship Essex
Moved to Dock Navy Yard Portsmouth N.H.

3rd Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	CLOUDS.			State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. air.	Air Wet Bulb.	Water at Surface.		Form of, by symbols.	Moving terms.	Amount, estimated.	
A. M.																	
1				<i>Moved to Dock N.H.</i>	<i>N.E.</i>	<i>1</i>			<i>30 24 58</i>	<i>58</i>	<i>57</i>		<i>b.c.m.</i>	<i>a.s.</i>		<i>3</i>	
2				"	<i>Calcu</i>	<i>0</i>			<i>30 25 55</i>	<i>58</i>	<i>58</i>		<i>b.c.m.</i>	"		<i>3</i>	
3				"	"	<i>0</i>			<i>30 25 55</i>	<i>57</i>	<i>57</i>		"	"		<i>3</i>	
4				"	"	<i>0</i>			<i>30 25 55</i>	<i>57</i>	<i>56</i>		"	"		<i>3</i>	
5				"	<i>S. by E.</i>	<i>1</i>			<i>30 27 58</i>	<i>55</i>	<i>55</i>		"	<i>a.s.</i>		<i>3</i>	
6				"	"	<i>1</i>			<i>30 30 54</i>	<i>55</i>	<i>55</i>		"	"		<i>3</i>	
7				"	"	<i>2</i>			<i>30 32 57</i>	<i>54</i>	<i>54</i>		"	<i>b.s.</i>		<i>3</i>	
8				"	"	<i>1</i>			<i>30 35 52</i>	<i>56</i>	<i>56</i>		<i>b.c.m.</i>	"		<i>3</i>	
9				"	<i>S. by E.</i>	<i>1</i>			<i>30 34 55</i>	<i>50</i>	<i>50</i>		"	"		<i>3</i>	
10				"	"	<i>1</i>			<i>30 37 57</i>	<i>43</i>	<i>43</i>		"	"		<i>3</i>	
11				"	<i>S. S. E.</i>	<i>0-1</i>			<i>30 37 57</i>	<i>45</i>	<i>44</i>		"	"		<i>3</i>	
Noon.				"	"	<i>0-1</i>			<i>30 38 59</i>	<i>46</i>	<i>45</i>		"	"		<i>3</i>	

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																	
1				<i>Moved to Dock N.H.</i>	<i>S. S. E.</i>	<i>1</i>			<i>30 32 59</i>	<i>43</i>	<i>40</i>		<i>b.c.m.</i>	<i>a.s.</i>		<i>3</i>	
2				"	"	<i>1</i>			<i>30 29 60</i>	<i>43</i>	<i>40</i>		"	"		<i>3</i>	
3				"	"	<i>1</i>			<i>30 28 58</i>	<i>41</i>	<i>42</i>		"	"		<i>3</i>	
4				"	"	<i>1</i>			<i>30 28 58</i>	<i>43</i>	<i>47</i>		"	"		<i>3</i>	
5				"	"	<i>1</i>			<i>30 28 60</i>	<i>45</i>	<i>46</i>		"	"		<i>3</i>	
6				"	<i>Calcu</i>	<i>0</i>			<i>30 28 63</i>	<i>45</i>	<i>44</i>		<i>b.c.</i>	<i>a.s.</i>		<i>3</i>	
7				"	<i>S. N.</i>	<i>0-1</i>			<i>30 28 64</i>	<i>45</i>	<i>44</i>		"	"		<i>3</i>	
8				"	"	<i>0-1</i>			<i>30 27 64</i>	<i>43</i>	<i>43</i>		<i>b.c.m.</i>	"		<i>2</i>	
9				"	"	<i>0-1</i>			<i>30 27 64</i>	<i>42</i>	<i>42</i>		<i>b.c.m.</i>	<i>a.s.</i>		<i>2</i>	
10				"	<i>S. by E.</i>	<i>0-1</i>			<i>30 27 64</i>	<i>41</i>	<i>41</i>		"	"		<i>2</i>	
11				"	<i>S. S. E.</i>	<i>0-1</i>			<i>30 28 64</i>	<i>41</i>	<i>41</i>		"	"		<i>3</i>	
Mid.				"	<i>Calcu</i>	<i>0</i>			<i>30 22 64</i>	<i>39</i>	<i>39</i>		"	"		<i>3</i>	

under the command of

Commander L. B. Kilmer
Thursday Nov 20

, U. S. Navy,

, 1902.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 6 AM:-

Fair cool and misty weather. Light air from S.E. first hour, calm remainder of watch.
Barometer steady. J. E. Briggs, Ensign U.S.N.

6 AM:-

Fair and cool pleasant weather. Light air to light breeze from S by E. Barometer rose.
Arrived in Bay Department Wells head, 11 1/2 thermal, 11 1/2 lbs vegetables. Magazine inspected
temperature forward 63-64, aft 68-69, main deck 64-65, no foul air.
J. E. Briggs, Ensign U.S.N.

8 AM to Meridian:-

Fairly clear and pleasant. Light air from S by E. and S.E. to calm. At 9 AM, mustered crew,
all accounted for. Yard workmen on board as follows: Construction & Repair: 4 shipfitters,
shipfitters, 2 riveters, 2 drillers, 10 laborers, 10 shipwrights, 1 apprentice, 1 plumber, 1 steam engineering
& machinist, 2 apprentices, 1 helper, Paymaster J. Gifford reported at 10 AM, 10 AM surveying officer on a
survey in Dept. Sound.
Robert T. Sparrow Ensign U.S.N.

Meridian to 12 PM:-

Fairly clear and pleasant. Light air from S.E. J. E. Briggs on board as in
forenoon. Robert T. Sparrow Ensign U.S.N.

4 to 8 PM:-

Fairly clear and cool. Light air from S.E. to calm. Inspected magazine's temperature
normal, no foul air. Townsley H. (S.S.) confined in duplicate at 7 PM. night.
Robert T. Sparrow Ensign U.S.N.

8 PM to Midnight:-

Fairly clear, cool, damp. Calm to light air from S.E. at 11 PM. Schaller J. (M.A.S.)
returned from leave of absence. Robert T. Sparrow Ensign U.S.N.

Approved
L. B. Kilmer
Comdr. U.S.N. Comdr.

Examined and found to be correct.

J. W. Mustard Surgeon

Navigator.

